



# messing about in **BOATS**

Volume 32 – Number 7

November 2014

**Special Features This Issue**  
A Boat, a Garden and Independence  
EWMM Happens  
Sea Dart II Trip 2014 – Cruising Denmark  
Boat Building is Contagious – Building an Ohio Sharpie



# messing about in **BOATS**

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

Volume 32 – Number 7  
November 2014



US subscription price is \$32 for one year. Canadian / overseas subscription prices are available upon request

Address is 29 Burley St  
Wenham, MA 01984-1043  
Telephone is 978-774-0906

There is no machine

Editor and Publisher: Bob Hicks  
Magazine production: Roberta Freeman  
For subscription or circulation inquiries or problems, contact:

**Jane Hicks at**  
**maib.office@gmail.com**

## In This Issue...

- 2 Commentary
- 3 Now It's Too Late
- 5 From the Journals of Constant Waterman
- 6 You write to us about...
- 8 Book Reviews
- 12 EWMM Happens!
- 15 Minot's Light Roundabout
- 16 *Sea Dart II* Trip - 2014
- 18 *Dinghy Cruising*: "Cruising in Denmark"
- 22 Norumbega News
- 24 A Long Ago Dream Partially Fulfilled
- 28 Boat Building is Contagious
- 31 Maine's First Ship
- 32 Building an Ohio Sharpie
- 33 Adjusting My *Mini*
- 34 From the Tiki Hut
- 36 Skipjack
- 38 *Epoxyworks*: "Strings Centerboard Adjustment"
- 40 Reducing Hull Friction
- 41 Vice Grips to the Rescue
- 42 Ain't brokedon't fixit Disease Strikes Again
- 42 A Wee Bit of Nautical Decorum
- 43 Winter Sewing
- 44 25 Years Ago in *MAIB*: Budget Car Top Proa
- 46 Phil Bolger & Friends on Design: Messing About in Fishing Boats - Ch 17
- 50 In My Shop
- 51 Baggywrinkle: Tribes
- 52 From the Lee Rail
- 52 Interesting Notes
- 53 Trade Directory
- 58 Classified Marketplace
- 59 Shiver Me Timbers



## Commentary...

Bob Hicks, Editor

It is always rewarding to receive letters (or emails) from readers about what we are doing. These usually appear on our "You write to us about..." pages. It happens that this month one email and one letter were of particular interest to me as they related to topics currently occupying some of my own thoughts about the magazine. On the facing page regular contributor Dan Roger's email laments the passing of some of our bygone major contributors and then suggests that "the rest of us" are all still pretty special, too. Please do read what he has to say and consider its implications.

The letter, from longtime reader Jon DeGroot, handwritten on lined yellow paper follows:

"To Our Most Esteemed Editor,

Once again, another year of excellence. Your magazine is like a dandelion break in a vast sea of media repetitiveness. Two things I am amazed at: One is the way, after all these years, you can keep *MAIB* fresh and non-repetitive, and two is the quality of the writing that your readers send in. Even if I sold off my boats and moved to Iowa I would still keep my subscription. Quality writing and quality editing are in such short supply nowadays. A big thank you for the wonderful job you do (along with your family) and another thank you to those who contribute the articles you publish, 'friends never met.'

Til coal sprouts flowers!

Jon DeGroot, Davison, MI"

Well, hard not to like this sort of praise, thank you, Jon! Jon's expression of appreciation, of course, warms our hearts, as do a number of similar notes handwritten on the renewals that keep us in business. With a renewal rate of over 80% we appear to enjoy steadfast support, considered to be outstanding in the magazine world. Those renewals without notes also offer reassurance that we are doing something worthwhile.

The "we" here is all inclusive of not just we three putting out *MAIB*, but also all of you who contribute the majority of the contents each month. The quality of much of your writing Jon remarks upon is a great pleasure for me to bring to all of you each month. My editing is made easy as I pretty much pass on your stories as you tell them without imposing any sort of "style book" requirements,

avoiding what I consider to be homogenized writing in favor of variety and originality.

I consider Dan's views opposite to be an encouragement for more of you to participate by sharing your own stories with the rest of us. Without stealing his thunder, I quote his conclusion, "We've all had the chance to share what we know and ask about what we've always wondered about. Our stories are really pretty awesome!"

To fill up the editorial content of our 60 pages each month takes some doing. We rely in part on "second hand" stories reprinted from other sources (newsletters, journals, etc) with permission to do so from the sources and the authors. Most will have been seen by only a few of you and they are all germane to our focus. An increase in "first hand" stories directly from you would be a great help in sustaining that "fresh and non repetitive" nature Jon mentions. The imminent onset of winter is a good time to get your stories to us, what with being pretty much stuck indoors for several months.

While that aforementioned 80% renewal rate is most encouraging, the 20% non renewals are cause for of some concern. Failure to renew indicates loss of, or lack of, interest or personal circumstances that render a magazine subscription a minor issue. We deal with possible forgetfulness by sending a follow up reminder after two months have passed and do acquire a few more belated renewals.

The real challenge is attracting new subscribers to replace the 20% lost. Right up front I can say we do not offer any sort of bargain discounts as we cannot afford to do so. Our website generates minimal subscriptions (yes, I know it needs to be updated but all the essential information is still there). Our presence on Chuck Leinweber's online small boat magazine, *Duckworks*, brings in the most new subscribers but even that doesn't make up the 20% shortfall. So during the winter months we will be attempting in various ways to gain increase in circulation to stay ahead of the bills.

Right now I'd like to suggest that if you feel you'd like to give us a boost consider giving a gift subscription to someone you think may enjoy *MAIB*. Page 4 contains our annual order form for so doing. Thank you for this support.

## On the Cover...

In 1943 Nelson D. Gillette wrote a small book about a vision he had for a simple, rewarding post WWII future, *A Boat, a Garden and Independence*, included in which he offered his design for the "boat" part. His Utopian dream was never realized, apparently he never even got to build the boat. But 70 years later a grandson sent on his book to the Northwest School of Wooden Boatbuilding, and in the spring of 2014 members of his extended family gathered at the School for the launching of one of his boats built at the School. Thanks to his family we bring you this story and the original text from the book about the boat on pages 24-27.

I guess the real question still is, "What are you waiting for?" I don't guess it's even been ten years since I sent my first story off to Mr Hicks. I'd been introduced to *Messing About in Boats* by Annie, the Scuzbum of all SCUZBUMs. One of our number had built a small paddle boat and gotten it displayed in print there. What a wonderful time to discover this particular boat mag treasure!

Everybody's heroes, White and Thayer and Bolger and Ware, were all contributing full and by. Heady stuff. A quirky little rag by all accounts. But so much like an introduction to some sort of completely eclectic group of seers. Just getting my own stuff interlarded, every two weeks, later monthly, with these guys was tantamount to joining the Old Salts at the Foc'sl Fiddle.

Heady stuff.

Then, one by one we've lost our heroes. Certainly I wasn't the only one who rued never taking the trouble to write to Robb White. He would have written back. I corresponded with Jim Thayer from time to time as I "made plans" to attend his perpetual feast days at either the Kokopeli or Starvation meets. Somehow it was either gonna be too hot, too far away, too complicated to launch my boat. Too hard. I never showed up.

## Now It's Too Late

By Dan Rogers

Now, it's too late.

Like all the rest of us, I simply loved Phil Bolger's design "cartoons." I've got his and Payson's books stacked with indifferent care on my bookshelf wall. There are dog eared study plans still shoved hither and yon. I was absolutely certain my "next project" would be the Gloucester Gull dory. One of those long ago SCUZBUMs had built the Bolger double ended schooner he named *Puff*. I got to sail her once. An hour sitting in a puddle on the bottom plates of that slab sided little spit kit with more strings and sticks per square foot of sail than God should allow, and I was ineluctably hooked. The plans are still "out there." One or two more have been built. It's probably too hard.

Maybe, even too late.

More recently I got on a personal tug-boat jag. Bob Hicks became my Father Confessor while I wrestled with attempts to do it my way in a milieu that has been

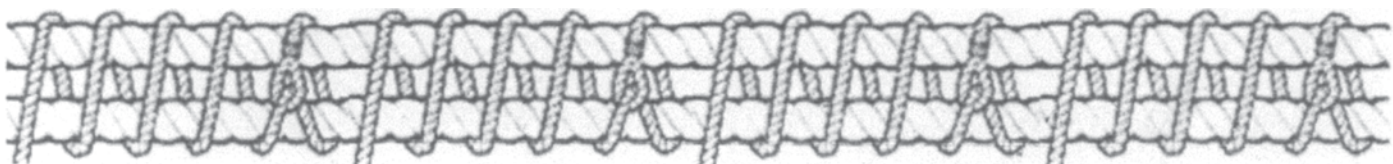
already tried, tested, refined and standardized by those who know the Real Deal. Anyhow, Bob introduced me to Hugh Ware, a real gentleman and a true savant. Hugh knew his stuff. And he took some of his valuable time to try and educate me. Our composite articles were among the last things he wrote. Of course, I said, "thanks." But I never got to say, "THANKS, HUGH!!"

And now it's too late for that, too.

So what's new about all that? Nut-hin'. Except. We've still got all the rest of us. And you know what? We're all pretty special, too. We know our stuff, too. We've "been there, done that." We do stuff with plywood and glue that literally millions of our fellow citizens would never dream of. We've spent hours studying how ripples are just like snowflakes, no two just alike.

Maybe through a stack of yellowing magazines, now in a box someplace. Maybe through beach campfire smoke after a day of rowing or drifting or even sailing with a reef in. Maybe by personal correspondence. We've all had the chance to share what we know, ask about what we've always wondered. Our little family is still together. Our stories are really pretty awesome.

All I gotta say, is THANKS FOR THAT!!





# CHESAPEAKE LIGHT CRAFT

THE WORLD'S MOST POPULAR KITS AND PLANS



Expedition Wherry

**KITS & PLANS FOR KAYAKS • CANOES • SUPs • ROWING CRAFT • DINGHIES • SAILBOATS**

95 AWARD-WINNING DESIGNS | EPOXY, MARINE PLYWOOD, TIMBER, AND MORE | BOATBUILDING CLASSES SINCE 1994

CALL 410-267-0137 OR VISIT [CLCBOATS.COM](http://CLCBOATS.COM) FOR A FREE CATALOG AND MUCH MORE!

# Give Christmas Gift Subscriptions to your friends who mess about in boats...

It's a gift that keeps on coming all through the year!

To order, complete as many of the order forms at the right as you need (or copies of them) and send them to us at the address below with your check for \$32 (U.S. only) for each gift subscription order. If you prefer to pay by credit card, you may do so through [www.duckworksmagazine.com](http://www.duckworksmagazine.com) for \$36.

**We will mail out gift announcement cards in time for Christmas delivery if we have your order in our hands no later than December 15, 2014 .** If you wish, we will send the announcement cards directly to you if you prefer to personally deliver them.

All gift subscriptions will begin with the January 2014 issue unless you specify otherwise.

*messing  
about in*  
**BOATS**

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906



## GIFT SUBSCRIPTIONS ORDERED BY:

NAME: \_\_\_\_\_

MAIL ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

.....

## GIFT FOR:

NAME: \_\_\_\_\_

MAIL ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

GIFT CARD SHOULD READ FROM: \_\_\_\_\_

☐ SEND ANNOUNCEMENT CARD TO ME

.....

## GIFT FOR:

NAME: \_\_\_\_\_

MAIL ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

GIFT CARD SHOULD READ FROM: \_\_\_\_\_

☐ SEND ANNOUNCEMENT CARD TO ME

.....

## GIFT FOR:

NAME: \_\_\_\_\_

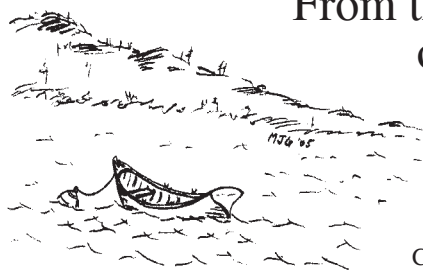
MAIL ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

GIFT CARD SHOULD READ FROM: \_\_\_\_\_

☐ SEND ANNOUNCEMENT CARD TO ME

## From the Journals of Constant Waterman



By Matthew Goldman  
Constantwaterman.com

Another of these drippy, drizzly, dismal days when the snow and ice and slush in the yard stream slowly out to the road. Thoughts of boating still hover over that millpond of my mind, where thoughts trickle in, then spread and eddy and languish beneath the maples, and most intention spills noisily over the dam.

I meant to go sailing today. It's forty-five degrees with a bit of breeze, but the air is filled with the kind of dampness that's only happy having sought refuge under your warmest clothes, and the sun is busily warming winter girls on southern beaches. So here I bide, reluctant, at my computer. The pusslets have taken refuge by the wood stove; the eaves run sullenly onto the sodden ground; the thought of sails spread to an apricot sky are an old enticement, fomented by the need to remember summer.

Winter began two days ago and already I long for April. Clothes are either too many or too few. I need to watch the gauge on the oil tank. The wood box gapes its insatiable maw beside the kitchen door. The unheated, ill-lit boat shed where I work is become depressing. My mooring lines are frozen to the pier.

But I placed a bid on a larger boat this week. A Luders 33: a heavy, old-fashioned sailboat from the sixties. She isn't the perfect boat but I'm sure she'll do. I have no plans to sail far off shore, but I want a boat that won't perform acrobatics when it's blowing thirty knots. I want a boat that won't try to buck me out of the saddle in a five or six-foot chop. I want a boat that doesn't stand up and declaim with the turning tide; that has a sure, strong diesel and a long low keel. A boat I can camp on comfortably, with space to cook and sleep and write and dance the occasional hornpipe.

Water Witch she's named, and has a carved wooden plaque to that effect across her transom. A transom I'm hoping is broad enough to hoist a little dinghy, or even support my Whitehall. After rowing a Whitehall, inflatable dinghies seem worse than bathtub toys: two huge fenders with an outboard strapped between them.

Of course, they're absurdly stable - not like a boat at all. When you step down into one of them, it doesn't sway seductively. It doesn't talk to the sea or wink at the wind. It doesn't respond to your long, slim, varnished oars. It sidles and slops and bumps its way to shore. If you give it a generous drink of stinky fuel, then it rears up like a duck about to take off, and growls, and swerves, and makes unhallowed noises. When it comes alongside, it presumes an inflated intimacy and deplorable lack of manners.

A proper boat, such as the Whitehall, knows to put out her fenders, and keep her gleaming rails pristine and glossy. She shows respect, as is right, for her larger sister. When she pulls away, she tucks her fenders out of sight and doesn't flaunt her resilience as a virtue.

I never even launched my Whitehall this year. Last year, she began the season at the dinghy dock. The inflatables, you might think, would be perfect companions. Wedged between two huge bath toys, what could go wrong? Well, all of these inflatables sport outboards. When they're secured, their outboard motors are tipped out of the water.

When the boats are jammed together, all in a line, there's no harm done. But as soon as a few of them go off gallivanting, the remaining boats slew about in the vacant spaces, looking for trouble. Somebody's canted outboard made acquaintance with my transom. The cap rail on my transom was splintered to bits. The guilty boat was nowhere about when I finally discovered the damage.

After I repaired her, the Whitehall spent the rest of the year sharing a slip with MoonWind. It necessitated more fenders and extra caution, and proved a nuisance those times I wanted to take the Whitehall with me. There wasn't room to lash her alongside as I backed out of my slip. Not when my slip mate was home. And backing into my slip while towing the Whitehall would have provided amusement to those sailors on the pier whose sole business seems to consist in commenting on every scratch you sport in your topside finish.

We'd like to suggest they spend a bit more time maintaining their bright work.

## YOU ARE HEREBY INVITED BY **MOONWIND**



### TO SAIL AWAY

## *Moon Wind* at Large



### SAILING HITHER AND YON

*Written and illustrated by*

**Constant Waterman**

(aka Matthew Goldman)

**Purchase at**  
**[www.constantwaterman.com](http://www.constantwaterman.com)**



# You write to us about...

## Adventures & Experiences...

### *Proud Mary is Gone*



They say the two happiest days of owning a boat are the day you buy it and the day you sell it. Not necessarily true, there was much sadness today as I lifted *Proud Mary* out of the water for the last time and sent her to her new home in Rockland, Maine.

I have owned her for 30 years. Lots and lots of good memories sailing her around Winthrop Bay and Boston Harbor. My daughters Christine and Amy were only six and nine years old when I purchased her from my brother Billy back in 1984. She made many trips to the Boston Harbor Islands where we explored, barbecued and collected beach glass. My dogs Sofa, Rugs and Lucky spent many hours with me lazily sailing round and round Snake Island, just sailing, never with a destination.

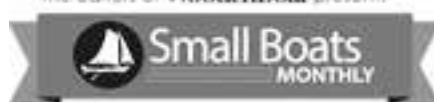
I taught numerous members of the Cottage Park Yacht Club how to sail in *Proud Mary*. She was known near and far for her speed and her beautiful looks. She was the best! It's not a happy day.

Richard Honan, Winthrop, MA

## Information of Interest...

### *Small Boats Monthly* Launched

The editors of *WoodenBoat* present:



## Activities & Events...

### CBMM's Open Boatshop Program



The Chesapeake Bay Maritime Museum is offering its Wednesday Open Boatshop woodworking program on November 12 and December 17. Participants can attend one session or both, with class size limited and pre registration needed. The program invites members of the public to CBMM's boatshop to work on a small woodworking project of their own or to bring ideas for a future project. Participants can expect to gain the advice and guidance of an experienced shipwright and woodworker, along with assistance with CBMM's machinery and tools, plans, measurements and the execution of their small scale project. Projects can include plans for a small gift, frames, furniture, models, artwork and more. The program runs from 5:30-8:00pm and is \$25 per session for CBMM members and \$35 per session for non members. Participants must be 16 or older unless accompanied by an adult. To register or for more information, contact Boatyard Program Manager Jenn Kuhn at (410) 745-4980 or [afad@cbmm.org](mailto:afad@cbmm.org).



We have exciting news to share with you! *WoodenBoat* just launched our newest publication, *Small Boats Monthly*. *Small Boats Monthly* is an online only magazine about small trailerable boats you can store and maintain at home. Inside you'll find features on a range of designs for oar, paddle, power and sail, plus all the gear, techniques and inspiring small boat adventure stories you need to know. *Small Boats Monthly* works on PC and Mac, all tablets and smartphones and there are no ads or apps to download. Intrigued? Much like the boats we cover, the price is small and you can cancel at any time.

Matt Murphy, Editor of *WoodenBoat*

Christopher Cunningham, Editor of *Small Boats Monthly*

### Sure Cure for Vibrating Centerboards

In answer to remarks about the vibrating centerboard in his Pogo sailing skiff made by Mississippi Bob in his "In My Shop" column in the August issue, I had this trouble in a couple of dinghies but then discovered a sure cure for the next couple of hundred boats I built with plywood boards and rudders.

For a  $\frac{3}{8}$ " ply blade I drew a line on each side around the leading, trailing and bottom edges,  $\frac{5}{8}$ " from edges. I then drew a line  $\frac{1}{4}$ " in from the sides on these edges. I then took off all the wood between these lines in a straight taper with a spoke shave (it took me about five minutes).

The same ratios can be used for  $\frac{3}{4}$ " and 1" ply blades. Always taper back the same as the thickness of the blade and DO NOT round or feather the edges.

Mac McIntosh, Dover, NH

## In Memoriam...

### Henry Champagney

#### My Messing About in Boats Pal is Gone

Sad news. Henry Champagney has lost his battle with cancer. Henry was a long time subscriber and occasional contributor to *MAIB* with a special interest in Robb White's boats.

I worked for Derecktor Yacht Builder in Mamaroneck, New York, until my mother was diagnosed with Alzheimer's in 1999 and I moved to Tennessee. I had just started reading *MAIB* and kept seeing letters from this guy in Greenback, Tennessee, who had the same telephone area code as my mom. We actually started corresponding before I moved down and met up immediately when I did.

He and I and my mother drove to Sewanee, Tennessee, to see Robb White give a lecture there. Henry took one of the Robb White Sport Boats (my brother now owns it) he'd built to Sewanee to show Robb. He and Robb shared a deep love and understanding for small internal combustion engines. Henry had been the go to guy if we had an older small engine that needed help.

Henry was older than me by a couple of years (I'm 65) but looked 50 and until recently was in great physical shape and had the soul of an 18-year-old. His dad passed away in Connecticut just a couple of years

ago in his 90s and had been playing hockey in his 80s. We all figured Henry would live to be 100.

Henry had been battling a series of cancerous tumors that had plagued his spine and brain. He had multiple surgeries and always bounced back, but I think he knew that it would get him some day and that time was apparently growing near. He functioned on a pretty high level until a couple of months ago. Of course, Henry never complained about any of this, he wasn't a complainer.

This from Henry's wife, Laura, "Henry's lumbar procedure did not result in improvement as we had hoped. There was nothing left to do but keep him safe and comfortable. He had been moved to the palliative care unit at Vanderbilt. We had a huge room and exceptional nurses. Henry was in no pain and I don't think he was aware of what was happening."

Brad Ansley, Falls Church TN

### **Renn Tolman Designer of the Tolman Skiffs**



Homer, Alaska, boat builder and musician Renn Tolman passed away peacefully in his tiny beachfront cabin on the afternoon of Saturday, July 5, 2014. He was 80. Renn was well known in Alaska coastal communities for designing and building the Tolman Skiff, a practical, dory style V bottom boat that found wide use among hardy seafarers on Kachemak Bay and around the world. His two do it yourself books, describing an economical "stitch and glue" construction process involving plywood and epoxy resin, sold thousands of copies. Tolman skiffs can be found in Germany, Norway, Australia and other countries. An old school outdoorsman, Renn traveled far across open water on hunting and fishing trips.

Renn was born February 23, 1934, in Keene, New Hampshire. The Tolmans ran a small four season resort in Nelson, New Hampshire, converted from the family farm, and played an important role in the revival of square and contra dancing. Renn's father Newt, a well known flute player and writer of curmudgeonly Yankee charm, introduced the instrument to his son.

Renn left Tolman Pond for prep school at Vermont Academy but flopped in his first attempt at college. After a three year stint in the US Army as an intelligence unit radio operator, he returned to graduate from the University of New Hampshire in 1959 with a bachelor of art degree in history. He taught in a private school, did graduate work briefly at Harvard University and then moved to the west in 1963. He was a tutor at a dude ranch, a hard rock miner, a carpenter and became a pioneer ski patrolman at Aspen, Colorado, and Jackson Hole, Wyoming.

He moved to Alaska in 1970, settling in Homer and finding work as a carpenter before moving into boat building and then

developing his own skiff, which he considered a practical boat for a working lifestyle. "It's not one of these weekend toy boats and it's emphatically not one of these antique boats," he told a reporter in 1991. "Those are for starry eyed young dropouts or retired business executives."

By turns courtly and cantankerous but always generous, Renn fired off salty opinions in a raspy voice without ever quite shedding his New Hampshire vowels and prep school grammar.

Diagnosed with colon cancer in 2008 and given a poor prognosis, Renn continued to live an active life, hunting and fishing, playing flute, traveling regularly to New Hampshire to visit his girlfriend, skiing each winter in Idaho and Wyoming and providing a vigorous step dancing demonstration at his New Year's dance six months ago. At his death he had just completed a new design, the Tolman Trawler.

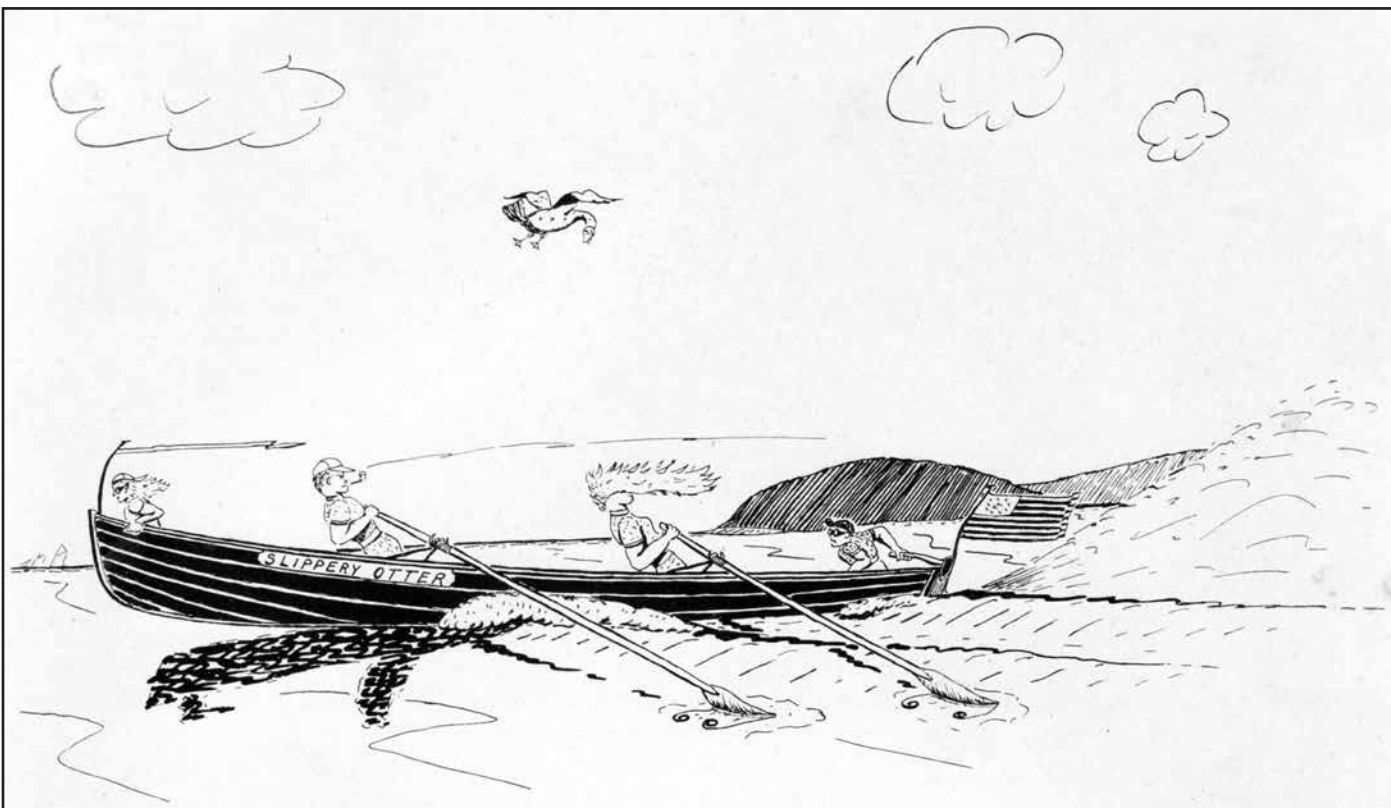
**Editor Comments:** The most recent appearance of Renn's boats on our pages was our February cover story, "Building of a 27' Tolman Jumbo Skiff."

## **This Magazine...**

### **Thank You John**

Please pass on my thanks to John Nystrom for the excellent coverage he gave to the 33rd Classic Boat Show in South Haven, Michigan, at the Michigan Maritime Museum (MMM) in the most recent issue of *MAIB*. Thanks to you for making space for our small craft events in *MAIB*.

Sandy Bryson, Secretary, Pine Lake TSCA, South Haven, MI.



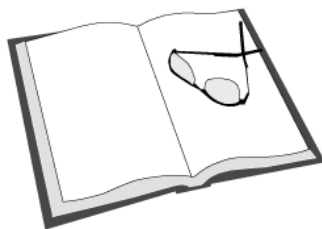
When our esteemed editor, Bob Hicks, sent me a list of books he had to be reviewed, I first thought of giving this one a pass. AuthorHouse is a self publisher, which is also known as a “vanity publisher.” Most vanity publishers are printers who call themselves publishers but take money from some old widow to print a few cases of the novel she wrote telling the life story of her cats or the history of tea cozies. The age of online publishing and print on demand has not improved the landscape of that sorry industry.

There are good reasons to self publish, if you do it right. I’m part of a group who self published a forensic science textbook. It was a bit of an investment, but we sell our guide at a fraction of what the textbook publishers rip people off for, and we actually do better than the royalty schedule the publishers pay out. AuthorHouse does print some decent books, but they also have a lot of complaints, like all the publishers in this business. That said, if I had passed on *Going Home* it would have been a big mistake.

What got me to take a look was, in fact, the front and back covers. The front cover had a picture of Spike’s boat. It looked like a Glen-L design, River Rat, but with an interesting cabin and awning. The back cover blurb talked about the usual, “build a boat in your old age and take a long voyage” story that you might just pass up but, the voyage starts in Wyoming and ends (to only this point, ‘cause Spike is still going) on Prince Edward Island, Canada! This bears some looking into.

Spike Hampson is a geography professor at University of Utah. In his past he built a Wharram catamaran in Hawaii, but he alludes to not being a very active boater until he builds *Kobuk*, named for a river in Alaska where Spike once worked. The choice of boat is unusual, to say the least. Glen-L describes the hull as a modified garvey sled. This is not your usual cruising boat. Spike’s choice is governed by the start in the Wind River in Wyoming, a place that only sees canoes and jonboats. Though the plans will accommodate a variety of power plants and drives, Spike opted for a marinized Mazda rotary and a jet drive, supplemented with a 9.9hp four stroke outboard. His bunk is under the foredeck and the rest is camp cruiser comforts. His plan is to work his way to the Caribbean, cross between islands in only the most favorable conditions (in a river running jet boat!?) and work his way up and back down the rivers of South America to the Rio Plata in Argentina. “Wow” would be an understatement.

After a couple of years of shake-down, including Lake Powell, Spike starts out in 2004 and is nearly instantly stymied by late start and early weather issues, coupled to his insistence on trying to turn the Wind River into a navigable waterway (I can tell you about unnavigable rivers, I live near the Wabash, the longest unnavigable river in America). The Wind River has been described as “a mile wide and a foot deep,”



## Book Reviews

### Going Home

By Spike Hampson  
AuthorHouse, Bloomington, Indiana, 2008

Reviewed by John Nystrom



and a foot is generous by the end of summer. The defeat is temporary and the story restarts in the spring of 2005 with Spike getting in two seasons of May to October travel.

As with any good book about a voyage, it isn’t just about the trip (more on that subject later). Hampson touches a variety of themes in this supposed travel book. The Corps of Engineers, geography, people met along the way and friends who arrange to visit, weather, ongoing power issues, shallow water on the Wind, Yellowstone and Missouri rivers, small town America, marinas, riverfronts and life in general are all subjects worth pursuing at one time or another. When Spike reaches the Mississippi he turns north and heads for the Great Lakes via the Illinois River and canal system. He is going the long way around to the Bahamas.

I had picked out several extended quotes to share, but haven’t heard from the author so let’s just leave you with one that relates to travel books in general. Before I quote let me point out the author’s website, [www.spike-hampson.com](http://www.spike-hampson.com), where you can go to look at his boat choice, <http://www.boatdesigns.com/20-River-Rat-modified-sled-river-runner/products/274/> and the place you can go to buy the book, <http://www.amazon.com/Spike-Hampson/e/B00JQI76RM> or at <http://book-store.authorhouse.com/AdvancedSearch/Default.aspx?SearchTerm=spike+hampson>.

If you Google “Spike Hampson” you will find even more photos of *Kobuk* and the author. That should be the giveaway that I think you might just enjoy the book as much as I did. I don’t know that Spike needs you to buy a copy in order to finance the trip (he’s in trouble if that is what he is dependent on), but this is a good read and an interesting trip done in an unusual way, and I can’t wait for the next installment. Keep us informed, Spike. And now for the chosen quote:

“In the morning I finish a book I have been reading, *A Visit to Don Octavio* by Sybille Bedford. Who has ever heard of this book? I certainly hadn’t but thought it might be worth a try since it only cost a Canadian dollar in a used book store and since it had a very flattering introduction by Bruce Chatwin. Ms Bedford traveled to Mexico shortly after World War II and then wrote about her trip. Like all good travel books, it really is not about travel. Like much good writing, it takes outrageous liberties with the English language. For those of you out there who love to search out literary excellence that is languishing in obscurity, this is for you. Get the book.”

Is Spike Hampson “literary excellence?” Maybe not, but he is a good read and I’d travel with him a while if he wasn’t a mostly solo traveler. This was a book worth the journey. So, get the book.

### Follow-on from the Author

By Spike Hampson

I have drafted a second volume about the voyage that has the tentative title of *South in a Small Boat*. It continues the adventures of *Kobuk* by telling the story of how she got from Prince Edward Island to the Bahamian Exumas.

The voyage has gotten bogged down since reaching the Exumas. *Kobuk* voyaged from the Exumas to the Turks and Caicos in May and June of 2011, but then got stalled for over two years by a streak of engine problems. I became discouraged, thinking that perhaps the entire project was running out of steam, maybe *Kobuk* and I were both getting too old to carry on. But then a crazy thing happened. Last April I woke up one morning at home in Utah and, to make a long story short, decided to buy a sailboat for the purpose of sailing around the world. I shopped around and ended up getting this Cape Dory. Making this totally irrational purchase somehow changed my attitude about the *Kobuk* venture. I got my confidence back.

When I returned to the Turks and Caicos in September I tackled the engine problems. Drastic action was called for. I ripped out the inboard engine and the jet drive, patched the holes in the hull, rebuilt the floor and engine box, reconfigured the steering and control panel, simplified the electrical wiring and mounted a second small outboard on the transom. It took two months to do the work but the end result is satisfactory and at the beginning of December *Kobuk* made the crossing to the Dominican Republic (where she currently is stored, waiting for my return in September).

As for the Cape Dory, she will be heading north. To my surprise, my most cherished memories of voyaging on *Kobuk* are associated with north country, Georgian Bay and the Maritime provinces. I’d like to get the sailboat up to that area for an eventual Atlantic crossing, even as during a different time of the year I’m moving *Kobuk* through the tropics.



MAIB readers who are also readers of *Small Craft Advisor* will need no introduction to Capt'n Pauley, aka Paul Esterle, a regular *SCA* columnist. You all can just go buy the book and be done with this review. All others pay attention because you need to be armed with an excuse to buy this book if questioned about your purchase.

Capt'n Pauley is technical editor for *Small Craft Advisor*, and though his column is way in the back of each edition of *SCA*, it is always a must read. Right beside the regular column is a half page illustrated project or do it yourself piece titled "Capt'n Pauley's Workshop." Each workshop piece consists of an illustration drawing (or in a couple of cases a picture) and a brief, direct explanation of the boating tip, hint or project. The utility of each one varies from "neat idea to make things more comfortable," or "that makes task X easier to accomplish," all the way through "this will keep you from burning down, blowing up or sinking your boat." They all seem to be on the "this should be easy and not too expensive" side of the financial and effort spectrums.

The articles appear in chronological order, the order they were printed in *SCA*, rather than organized by categories. There are two tables of contents, one in sequential order and the other by subject or category. The categories are Cabin, Deck, Electrical, Fuel, Galley, Gear (something of a miscellaneous catchall of leftovers), Hull, Maintenance, Outboard, Plumbing, Rigging, Tools

## Capt'n Pauley's Workshop

### 60+ Tips for Better Boating

By Paul Esterle  
Capt'n Pauley Productions,  
Newark, Delaware, 2014

Reviewed by John Nystrom



and Trailer. I understand some of the articles have never been printed in *SCA* so are bonuses of sorts. Both the projects and informational articles rate very high on the utility scale, have very clear explanations of everything (even for a novice like me) and can be put to use immediately.

Even though I have seen many, if not most, of these articles and drawings before (and have them stuffed away in my incomplete *SCA* collection) I can't for love or money tell you which article is in which edition. Now I don't need to in order to find the vaguely remembered idea, they are all gathered between two covers into one easy to consult volume.

As you can see at the top of the page, the author self published this collection. It, and the author's other very useful books, ebooks and DVDs are available directly from the store on his website. If you don't do internet purchases, you can also just print an order sheet and send a check the old fashioned way. The website is worth a review all its own, but I'll let you go see it yourself. Web address is [www.captnpauley.com](http://www.captnpauley.com).

Even if you don't need to purchase the book tomorrow, go look at the website and peruse at your leisure. I may have to buy several copies of this book as gifts for my nautical friends this upcoming holiday season. Even if you don't care for the usual boating project books (I find most of them to be less than really useful), this one is the one to have. And definitely go explore the website.

Nearly everyone reading this review has one on the bookshelf, a nautical dictionary, sailor's lexicon or encyclopedia of boats or ships of some sort. We might buy it ourselves early in our boating enthusiasm, or it was a gift from a loved or not so loved one or, like mine, found on the shelf at a used bookstore or at the library book sale.

Frank Lanier served in the US Coast Guard as both enlisted man and officer during his 27 year career. One of his past commanding officers gave Lanier one of those extra assignments that don't make it into the action movies or sea stories. The quote (read "steal, but using quotation marks") from the introduction, "*Jack Tar and the Baboon Watch* is the culmination of a journey lasting over two decades. Early in my US Coast Guard career I was asked to provide tidbits of nautical related history, word origins, etc, for the Plan of the Day published aboard a ship I was stationed on. I began keeping a log of the more unusual items I found and that became the genesis of *Jack Tar*." Let's give thanks to that long retired officer, for their assignment led to Frank Lanier keeping that log up to this day.

*Jack Tar* is by far the best dictionary of seagoing phrases, words and trivia I've come across. It is entertaining and wonderfully readable. Don't use it like a dictionary, lexicon or thesaurus though. Rather than organizing like the usual examples of those species, the author has alphabetized by what appears to be the original title of each entry. While "Fiddlehead," "Galley" and "Scrimshanker" are all found where you might first look, the head is not listed among words starting with "H," it is found under "But Why is it Called the Head?" Worry not, for this is likely to be the first dictionary you read cover to cover and, lacking that, there is a listing of each entry in the Table of Contents AND by far the best Index I've seen in a great while.

## Jack Tar and the Baboon Watch

*A Guide to Curious Nautical  
Knowledge for Landlubbers and  
Sea Lawyers Alike*

By Captain Frank Lanier  
International Marine/McGraw-Hill  
Education, Camden, Maine, 2015

## A Sea of Words

*A Lexicon and Companion to the  
Complete Seafaring Tales  
of Patrick O'Brian, Third Edition*

By Dean King, with John B. Hattendorf  
and J. Worth Estes  
Henry Holt and Company, New York, 2000  
Reviewed by John Nystrom

The Bibliography lists books, websites and magazines (why is this idiot reviewing the bibliography?). Sources listed include an 18<sup>th</sup> century dictionary of *The Vulgar Tongue* (an 1891 slang dictionary) and Dana's *Two Years Before the Mast*. The books listed, old and new (and the old are usually more recent reprinting) would make a wonderful reading list on a number of subjects (nautical, historical or etymological). The websites run from serious academic stuff to The Official Popeye Fan Club. Most, if not all, the illustrations appear to be stone lithographs from *Century* magazine between 1881 and 1915.

To sum up, the book is fun, accurate and good reading. If you want to look closer before buying, go to Captain Lanier's website at <http://www.captfklanier.com/index.htm> and click on the link to the book in the left column. That takes you to Amazon.com where you can use

the "Look Inside" feature to read a sample. Use your local bookstore to order a copy, they can use the business. How can I make it plainer?

This was to be a one book review, but just a couple weeks before *Jack Tar* arrived I was given a box of garage sale remainder books that included *A Sea of Words*, which is written as an aid to readers of Patrick O'Brian's stories of the Royal Navy in the French Revolutionary and Napoleonic Era. The series ran over 20 novels, with #21 published posthumously. Truth in labeling, I have never read O'Brian. I intend to, one day but there is always a more pressing book to attend to.

*A Sea of Words* runs more than twice the length of *Jack Tar* and includes entries for not just "nautical jargon," but also geographical references, uncommon knowledge from the 18<sup>th</sup> and early 19<sup>th</sup> centuries and any other item O'Brian made reference to in the novels. Included are historical figures, not only those named in the novels but also those who O'Brian used as inspiration (if not outright fictionalized retellings) for his own character's actions. Two essays, running the first 50 pages of the book, are devoted to the structure and history of the Royal Navy in that era, and medicine at sea in the same time frame (one of the two key characters in the novels is ship's surgeon, the other, of course, a naval officer). Maps, illustrations and historical timeline of the period, along with selected bibliography, complete the book.

I'll hang onto the book, not just in anticipation of maybe someday reading O'Brian, or a history of the era, but also to reference on any mention of square rigged ships, etc. If stuck indoors or home sick, there is no question but that I'll be picking up *Jack Tar and the Baboon Watch* first. If you don't purchase it, at least have your local library get it into their collection. At the very least it will be great for settling, or starting, arguments.

*Messing About in Boats*, November 2014 – 9

Our April issue featured a story by Tom Pamperin, “*Jagular Gets Rescued*” in which the author and his boat are “saved” after a capsized in a local lake. The fact that he had capsized in only 3’ of water did not deter the entire community rescue team from trying to exercise their whole repertoire of rescue skills and equipment. I found it hilarious and, when Tom told me it would be part of his upcoming book, I asked him to send me a review copy. It has arrived and is as much fun to read as that chapter was.

*Jagular* is Tom’s small open sailing skiff based on Phil Bolger’s Pirate Racer design and built with the cheapest possible materials and rigged with a way too big used lateen sail rig. Tom tells us in the beginning how this all came to pass with encouragement from his brother, who built his own boat to his own design at the same time, a boat which came out much better and thus set the stage for Tom’s subsequent experiences, which included having to be towed out of a lakeside marsh on the maiden voyage by brother and his superior boat.

Those of you who have been with us since the 1980s when we ran a long series of stories by Tom McGrath, “Adventures

## *Jagular Goes Everywhere* (mis)Adventures in a \$300 Sailboat

By Tom Pamperin

Available online at [www.smallcraftadvisor.com](http://www.smallcraftadvisor.com) [www.duckworksmagazine.com](http://www.duckworksmagazine.com) [www.tompamperin.com](http://www.tompamperin.com).

Retail price \$15

Orders start shipping in early December

Reviewed by Bob Hicks

in a Townie,” will immediately recognize a familiar circumstance in which an inadequate skipper suffers ongoing verbal abuse from his boat. Tom McGrath had to suffer this disrespect from a worn out old Town Class sloop, while Tom Pamperin has to take it from his very own creation. In both instances the boats offer pragmatic counterpoint to the skippers’ flights of fancy.

The book has a prologue by John Welsford (who found the book delightful) and two

sections, “Pirate Racer” with six chapters and “North Channel Adventure” with five chapters. Outstanding in the “Pirate Racer” section is “*Jagular Goes South*” in which Tom enters (and completes) the Texas 200. It is a great inside look into what that test of stamina and determination is like, not a whole lot of fun for Tom and *Jagular* but finishing it bringing him to report, “We made it. Nothing heroic or particularly impressive about that, but still immensely satisfying.”

The final chapter in “North Channel Adventure,” “Unlawful Entry,” is a tale of another round of dealing with the bureaucracy we are engulfed in today, as he attempts to return home to the US from Canada by water in *Jagular*.

Tom said to go ahead and print a chapter from the book if I wish and so I chose a short one, “*Jagular at Swan Lake*,” which is all about rowing *Jagular* down a shallow, narrow twisting stream choked with downed tree and brush and such detritus to access sailing on Swan Lake, during which *Jagular* is subjected to Tom’s wild visions of a return to basics (such as rowing) while whistling the theme from Tchaikovsky’s famous ballet “Swan Lake.” Enjoy.

“Let’s go,” I tell the boat, sliding it off the grassy bank and into the water.

“Are you crazy? It’s 4:30am.”

“Best part of the day,” I say, climbing down into the cockpit and setting the oars in their sockets. The left oarlock is squeaking again so I pull it out and spit on the pin to lube it. Should work for a while.

Here on the upper Fox River the silence is broken only by small marshy sounds: chirping frogs, singing birds, the gurgling of the water sliding past in the near darkness, a squeaking oarlock would be blasphemy. Long fingers of mist slide through the reeds and along the surface of the water, revealing little, promising everything. The world is ours, the river our road to whatever small adventure we can find before breakfast.

Back in the campground dozens of double-axle campers sit side by side in their campsites like fat hogs crammed into pens, each stuffed with all the oppressive conveniences of home. Bug zappers, rattling generators, bright lights. Kingsize beds, full kitchens, bathrooms, air conditioning, DVD players, big-screen TVs and video games. Camping has become a war of relentless one-upmanship, and last night the assaults never ended.

“Buy more stuff!” buzzed the night lights.

“You need it!” rattled the generators.

“Consume and be happy!” called the patio furniture beside each camper.

“An easier life is a better life!” insisted the automatic coffee-makers and the microwave ovens.

“Comfort is king!” sang the reclining camp chairs around each fire ring.

“The hell with you,” I told them. “I’m leaving.”

“You can’t even see where we’re going,” the boat points out as I’m bundling the sail, mast, and sprit into the cockpit in case we make it all the way downstream to Swan Lake. We should be able to do some sailing there if we find any wind.

“The sun will be up sooner than you, think,” I say. “And besides, there’s plenty of light, you just have to let your eyes adjust. And remember to look at things out of the

## *Jagular at Swan Lake*

corners of your eyes, that’s where all the cones are. Or the rods. Whatever. Just don’t look directly at things.” I start rowing down the narrow creek. A few moments later the boat scrapes across a sandbar and grinds to a gentle stop.

“Is that why we ran aground just then?” the boat asks. “Because you weren’t looking out of the corners of your eyes?”

“When did you get to be such a smart-ass?” I ask, poking at the sandy bottom with an oar. After an initial show of resistance *Jagular* pivots back into the current and slides slowly downstream into an overhanging tree. The branches scratch at my face and shoulders, doing their best to throw me overboard. I duck into the cockpit and the boat scrapes awkwardly past.

“Who even told you this section of the river was navigable?” asks the boat once we are floating freely again.

“Who told me? Who told me? Why does everyone have to be told everything these days?” I say. “Whatever happened to finding things out for yourself?”

“It’s just that the water seems to be only ankle-deep.”

“We’re floating, aren’t we?”

“And the river is so narrow you can barely fit both oars into the water,” the boat continues, ignoring me. “The channel’s pretty twisty too and filled with sunken logs and fallen branches.”

I ignore him back, pulling smoothly at the oars. We move silently downstream into the darkness and the sounds of the marsh.

A hint of light colors the sky now, and the winding channel of the river cuts like a shining ribbon through hummocks of tall grass and scattered stands of oak and hickory. Too swampy to build on and too muddy and inconvenient to walk through, the marsh is a sanctuary. No lights. No trucks. No generators. No people.

There are few signs of human influence here at all, no right angles or straight lines, the shortest distance between two points has

become irrelevant. The grass bends in gentle curves. The trees lean comfortably this way and that, and the river itself has more twists than a corkscrew. Each hairpin carves a deep channel along the outside edge where the current runs swiftest; the inside edges form long sandbars jutting out into the river. North for twenty yards, then a sharp bend. Southeast for thirty yards, another sharp bend. North for fifteen yards. South for twenty. And so it goes. The river is in no hurry to reach a destination. Better to wander freely here rather than to rush on to the series of dams and locks that control the Fox further north, where the river has been tamed.

Actually this section of the Fox River is an anomaly, a winding marshy stream that obscures the river’s history as a major transportation corridor. Just ten miles down the river, past Swan Lake, is the town of Portage. That’s where the first white men in Wisconsin, Jesuit explorers traveling upstream from Lake Michigan, dragged their boats overland from the Fox to the nearby Wisconsin River and on to the Mississippi, bringing God, smallpox, and French place names to the New World. I try to imagine what it must have been like here in the seventeenth century when rivers ran through forests so extensive that a squirrel could travel from northern Wisconsin to the coast of Maine without ever touching the ground.

“We ruined that, too,” I tell the boat. “Fly an airplane over this country and you’ll see. We’ve carved the entire continent into squares and rectangles: roads, housing developments, cities, towns, fields, malls, parking lots, factories, airports, highways. Whatever small pieces of the natural world that remain are wedged in between the golf courses and strip malls. The only escape is to stick to tiny swampy rivers like this one and pretend that the thread of unspoiled land along the banks is more than a pleasant illusion. If any other species dug their homes and burrows and trails all over the landscape the way we do, we’d call it a plague, an infestation! But when we do it, we call it Progress.”

“Why do you have to be so surly?” the boat asks.

"In a world where plagues are progress, surliness is sanity," I say, and go back to scanning the marsh around me. I know it's only a pretend wilderness, a bit of undeveloped land squeezed into a crooked corner of the map, but the illusion is a good one. Two cranes, startled by our approach, lurch clumsily into the sky and fly away. Around another corner a whitetail deer stares at us as I row past. A barred owl calls, and I hoot back until I round the next bend and see him fly away.

The river is barely wide enough to allow both oars in the water, but the current helps. At each bend it pushes the stern around while I row with the outside oar to keep *Jagular's* nose pointed down the channel. Then we're through and I can take half a dozen strokes with both oars before the next bend sweeps us around in the opposite direction.

Already this trip is reminding me how much I love rowing. It's a perfect integration of man and machine, supreme efficiency on an unabashedly human scale. Meditation through motion. I pull, and the boat glides smoothly across the water. Press down on the handles to lift the oar blades a few inches, then push forward. The oars swing backward in a smooth arc, scattering droplets of water that splash a curving path of expanding rings across the surface of the river. I lean forward and let the weight of the oars push my hands ever so slightly upward until the blades settle gently into the water. Repeat. Repeat. Repeat. There are intricate subtleties of grip and nuanced motion to play with but the principle is brilliant in its simplicity. Smooth silent motion propelled by human muscle and leverage alone.

"Progress is a myth," I tell the boat. "Every new technology introduced since the invention of rowing has been a step backward."

"That's blatant hypocrisy coming from someone sitting in a plwood boat glued together with high-tech two-part epoxy adhesives, rigged with a sail made from polyethylene tarp, and transported on a trailer pulled by a gasoline-powered automobile," *Jagular* says.

"It's not quite as hypocritical as you think," I say. "I didn't use epoxy, you're a temporary boat, remember. Besides, hypocritical or not, it's true. Our lives are too easy for our own good. We flip a switch, twist a throttle, press down on a foot pedal and unleash the forces of infernal combustion for our convenience. Meanwhile we get fatter and weaker and less imaginative, less able to do anything for ourselves."

"Are you finished yet?" the boat asks.

"Yes, I am." I pull hard on the starboard oar and spin the boat around to a neat stop alongside a sandbar, plunge an oar into the sand and clove-hitch the painter to it.

"You know, a real painter hooks onto a bow eye," the boat says. "What you have there is just a ratty piece of quarter-inch line tied off to the cleat for the lateen rig you don't use any more."

"Are you finished yet?"

"Almost," *Jagular* says. "Now, where was I? Oh, yes, the lateen rig you don't use any more because you kept capsizing us with it." The boat stops to think for a moment. "Now I'm done."

"Thank you." I step off onto the sandbar and immediately sink to my knees in thick mud. "Hey! I thought you said the bottom was sandy."

"There might be some mud," the boat admits.

The day grows lighter, but the channel is getting more difficult to navigate. Fallen logs. Broad sandbars blocking all but a narrow stream of deeper water along the edge. A tiny ripple of rapids where the river squeezes between two fallen trees. Impossible, I think, and then find a way through. I feel a perverse satisfaction at getting *Jagular* past each unlikely stretch without climbing out of the boat and wading.

At one point I stand up, pull an oar out and use it to pole our way between two logs jammed tightly together in the center of the channel, and then shove hard to build up enough momentum to get us halfway over the next log. From there I'm able to shift my weight back and forth until the boat works its way over the log and is floating again. "Just think of it," I tell the boat. "We must be the first ones ever to row this stretch of the river."

"That isn't necessarily something to brag about," *Jagular* says.

We continue downstream. Sunrise arrives unnoticed, lost in gray clouds. The channel is wider now and straighter. Up ahead a lone fencepost stands on the bank like a sentinel, a few strands of barbed wire clinging to the weathered wood. Just past the post a low railroad bridge crosses the river. I tether *Jagular* to an oar shoved into the mud and get out to have a look.

The bridge is in ruins. Only a few massive steel beams remain, resting on crumbling concrete piers. The ties and rails have been removed, and the skeletal bridge reaches only halfway across the river. I climb onto the rusting I-beams and walk out to the end to stare down at my reflection in the water below. A bridge to nowhere, except for the rickety foot bridge laid across the missing span, allowing access to the east bank.

"I suppose this is where you start bemoaning the spread of industrial civilization again," the boat calls. "Railroads and bridges and I-beams, oh my."

"On the contrary," I say, "I was just thinking that this dead-end bridge is a perfect metaphor for the inevitable decline of our dead-end civilization." I look out at the marsh, listening to the birds and frogs, the water flowing by, the wind slipping through the tall grass. "The Age of Oil is coming to an end. The rattle and clank of machinery the rumble of engines, the choking fumes will fade. The natural world will take over. Our lives will improve as civilization returns to a more human scale."

"You're crazy."

"Nope. It's already happening. Someone built this foot bridge, didn't they? With no fuss and no machines, someone carried in these two-by-fours, a hammer and some nails, and built a bridge to a new world, one founded on a sensibly human scale, free from the greedy demands and complications of industrial technology. A new civilization built on the remnants of the old."

I turn to look at the boat floating lazily by the riverbank. "A world where wooden boats will have to earn their keep."

"What keep? You, haven't painted me or varnished my decks since you built me."

"I didn't varnish you then, either," I say "and you're still afloat, aren't you?" No answer. I turn to look more closely at the rusting bridge. Moss is already sprouting from the concrete, the heavy anchor bolts are crooked and corroding, the steel is rusting. In the gap between the I-beams, a spiderweb catches the sun, delicate threads glistening

with dew. A sparrow flutters under the bridge and stops at a midstream rock for a drink.

"See?" I say. "The world will heal itself, given enough time, without regard for human civilization. The damage that we're doing will be erased in the long run."

"Uh-huh," *Jagular* says. "A spiderweb and a bird on a rock. Nature triumphs."

"I can't help it," I tell him. "I honestly believe that our civilization is doomed. I'm an optimist."

"Murphy was an optimist, too. Look where it got him."

Not far past the bridge the river widens; Swan Lake must be just ahead. I row across the glassy water whistling the theme from Tchaikovsky's famous ballet.

"What are you doing?" *Jagular* says. "Don't you know it's bad luck to whistle aboard a sailing ship?"

"First of all, you're not a ship, you're a boat." I stop rowing. "And second, that's the theme from Tchaikovsky's Swan Lake. I thought it was fitting, considering that we've arrived." And we have. The lake opens up around us, its surface smooth and polished as black ice.

"And look," I point out. "Swans." There are two of them, gliding across the water with a regal dignity. Magnificent birds. Beautiful and majestic.

"Maybe you should get your eyes checked," the boat says. "Those are geese."

"Ok, they're geese," I say. "But they're still beautiful graceful birds. And besides, I'm not going to let you spoil my day. We've managed to row the Fox River all the way to Swan Lake. While everyone else was still asleep in their campers, we've gone out and discovered an adventure. We've seen cranes, owls, deer, turtles, rowed several miles of the river that have probably never been rowed before, and still have the return journey to look forward to. With luck we'll get back to the campground just as everyone else is finishing the breakfast dishes."

"I thought we were going to go sailing," the boat says.

I look out at the water. Not a ripple, no hint of a breeze. "Sorry. Not this time, I guess."

*Jagular* chuckles. "That's probably for the best," he says.

"Why's that? I thought you liked sailing."

"I do." Another chuckle. "But it usually helps to have the rudder and leeboards."

I glance around the cockpit, no leeboards, no rudder hanging from the transom. "You mean you let me come all this way to go sailing when you knew I didn't have the stuff along? 'Why didn't you say anything?'" "Hey, you're the captain. I'm just a boat," *Jagular* says, and starts whistling the theme from Swan Lake. We spin slowly around in the current. The geese disappear around a corner and we're left alone in the middle of the lake, drifting aimlessly.

Back in the campground the early risers are beginning to think about getting up. The night lights are winking out, the bug zappers are falling silent. Somewhere a venetian blind flicks open, and a coffee maker churns to life with a whir and a click. With a sigh I take the oars and start to row back.



## EWMM Happens!

Eleven Salts, Eleven Boats, Seven Days, Four Launch Ramps, Five Campsites.  
A clutch of small towns and hamlets. Not one jet ski. Pretty cool, no?

By Dan Rogers

Realizing full well that ADVENTURE is anything that doesn't kill you outright; the 2014 Eastern Washington Movable Messabout was a success! All hands departed for homeport in good health and spirits. All vessels came through with only minor cuts and bruises.



Yep. We had a grand time. Thayer, and Bolger, and White, and Welsford, and Leinweber, and even Lewis & Clark and Chief Joseph, to remember but a few--sat with us at our nightly campfires. We swapped lies and favorite stories.

Yep. We had weather. The wind blew, and then it didn't. I got pretty darn cold, when it wasn't hot.





We did a bit of rigging and un-rigging and re-rigging. We towed those boats over a passle of hills and gulches.



But, ya know what? Every little town, every gas station, every campground, there was somebody who wanted to know who we were, where we were going, and what all those interesting boats were about. Often, lots of somebodies



But, no matter what. Each day was launched with alacrity.

Every discussion. Free flowing, wide ranging, and above all: filled with a sense of shared wisdom, enthusiasm, new discoveries.





And, of course, time underway!



And, then, a true highlight. Four gentlemen of a "certain age" discovered an unoccupied beach on an untraveled stream when the sun was high. Once a boy, always... Need we say more?

Plans for next year? Yep.



# *By-The-Sea*

[www.by-the-sea.com](http://www.by-the-sea.com)

- Boat Dealers
- Boat Builders
- Marinas
- Boats For Sale

- Nautical Books
- Plans and Kits
- Weather Instruments
- Free Classified

Tel 508-240-2533 Fax 508-240-2677 Email: [info@by-the-sea.com](mailto:info@by-the-sea.com)

**WEST WIGHT POTTER OWNERS  
WEB SITE**

Technical & Modification Data

List of Potter Owners Worldwide!

Great Sailing Stories & Helpful Tips

**No Dues.....Just Information!**

**[www.wwpotterowners.com](http://www.wwpotterowners.com)**



## Minot's Light Roundabout

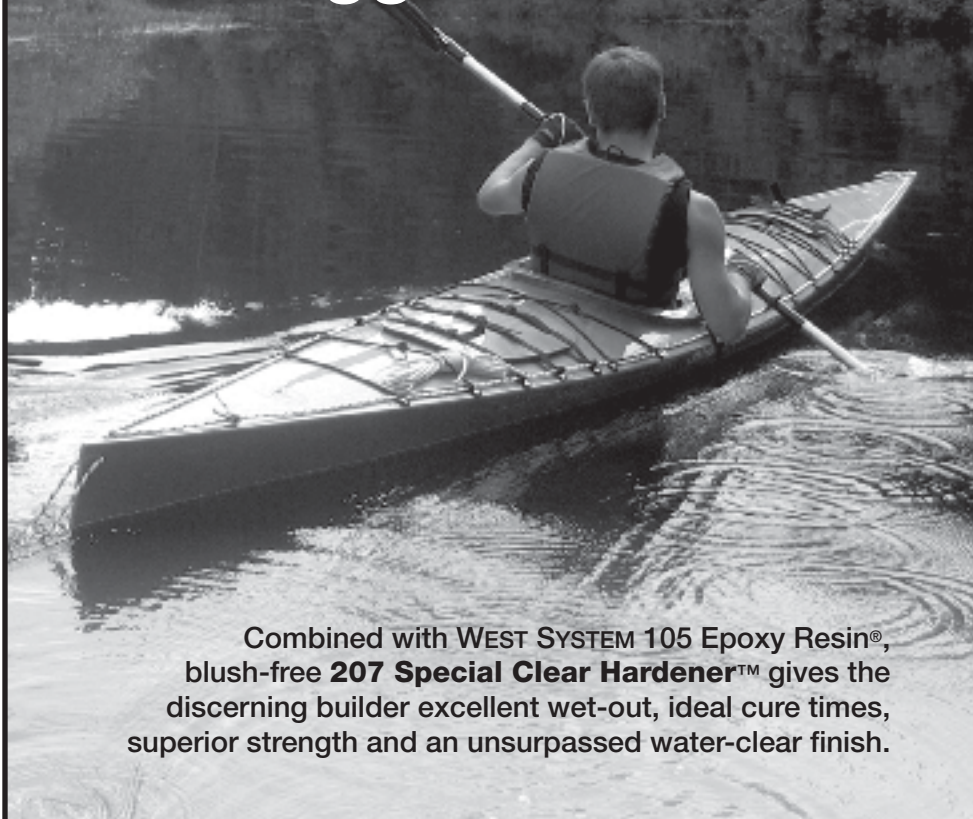
By Richard Honan

Brother Bill and I had an exciting day on September 21 as we rowed in the Minot's Light Roundabout, a 4½ mile rowing race out to and back from Minot's Light, located about two miles off of the coast of Cohasset, Massachusetts. Big seas and a stiff southwest wind made for an exciting day. We got within 150' of the towering granite monolith. Very impressive and foreboding.

On the return trip back from the lighthouse we surfed down the large swells, ala "Nantucket Sleighride," taking care not to turn sideways to the swells which would have caused the boat to broach or roll over. It was an exciting day, made even better when we were awarded a third place finish in our class.



# Rugged. Beautiful.



Combined with WEST SYSTEM 105 Epoxy Resin®, blush-free **207 Special Clear Hardener™** gives the discerning builder excellent wet-out, ideal cure times, superior strength and an unsurpassed water-clear finish.



## WEST SYSTEM®

866-937-8797  
[www.westsystem.com](http://www.westsystem.com)

We three from (Sea Scout Ship) SSS #480, Portland, Connecticut, joined the *Sea Dart II* at 18:00 on 9 August at Harbor One, Old Saybrook, Connecticut, her first port of call on the Sea Scouts 2014 Long Cruise. Chow for the evening meal, pork roast, garlic mashed potatoes, sweet corn.

### Sunday, 10 August

06:10: Underway for Martha's Vineyard Island, Massachusetts, with an ebbing tide. Unrigged the dress ship flags and rigged the Ensign and Sea Scouts Flag on the jack staff. The crew consists of 17 Sea Scouts and seven adults. The scouts come from the northeast, six scouts are members of Ship #228 (*Sea Dart II*). The captain is James Zatwarniki Jr, a former sea scout and graduate of SUNY Maritime, at Fort Schuyler, New York. The *Sea Dart II* is a former Army T-boat transport built in 1953 to be used in the Korean War. She is 65' and weighs 90 tons. Her power is her original six cylinder Buda Diesel.

Morning work while underway, painting of trim. Lunch, toasted cheese and bacon sandwiches. 13-14:00: Marlinspike seaman-ship class on fo'c'sle, eye splicing of three strand manila line. 14:30: Pod of porpoises off the starboard between Block Island and Cuttiunk. Weather, calm. 15:15: Stopped to retrieve a 10' length of floating 1.5" line that constituted a propeller hazard. Also, we saw bluefish chasing small fish right out of the water en mass. The entire school of small fish would jump out of the water at once.

16:30: Shifted into uniform for entering port at Vineyard Haven. 18:00: Moor starboard side to Tisbury Wharf Company pier. Evening meal, ham, scalloped potatoes, cucumber salad, brownies. 18:30: Liberty call, many to see for the first time the Flying Horses at Oak Bluffs. Moonrise of the super moon in clear skies. 24:00: Cinderella liberty expired on board.

### Monday, 11 August

07:30: Reveille. 08:00: Shift to the uniform of the day for morning colors. Capt Z gave announcements. 08:30-11:30: Field Day, clean the boat, decks, dump trash and polish brass, prepare the boat for guests. 11:30: Liberty Call. Watch stander's liberty for those with the duty. 12:15: Lunch, sandwich meat sandwiches with iced tea. 14:00 (approx): Swim Call between the boat and the walkway to the shore. Let it be noted that a Royalex Canoe can be held underwater, but cannot be sunk for long. Capt Z also partici-

Ship in port during swim call.



## Sea Dart II Trip - 2014

By George Swanson  
Skipper Sea Scout Ship #480

pated. Many of the crew made use of the Public Bus System (\$18 for three days) and traveled on the island to the three main towns; Edgartown, Vineyard Haven and Oak Bluffs.

16:00: Notice was received that one of the ship's small boat's motor was out of commission at a nearby beach with a crew of two onboard. They reported that the throttle was stuck. Capt Z went with one other crewman to tow them back with another of the ship's small boats.

Word has come from the liberty party that the Army/Navy store in Oak Bluffs is gone. It had been almost as appealing to the crew members as the Flying Horses. So, undaunted by its loss, they found other places to spend money on junk. It's been said that a sailor will buy a bag of dog excrement as long as it's tied with an attractive bow. So the 2014 winner for the most useless crap to cross the gangway is a genuine stainless steel, made in China, Martha's Vineyard pocket flask.

18:00: Dinner on board, chicken parmesan, green bean casserole, brownies and delicious peach cobbler. After dinner the liberty party went ashore. I had OOD (Officer of the Day).

### Tuesday, 12 August

Uh oh, the watch didn't hold reveille at 07:30, so 08:00 quarters was late. It was also noticed that one of the small boats had 7" of water in it so more chastisement and ridicule was heaped upon the watch. Early this morning, a reporter from a local newspaper arrived and took pictures of the *Sea Dart II*. This morning the crew will wash down the salt from the hull so that some touch up painting can be done. As usual, the brass work needs touching up. Capt Z and I went ashore to get hardware for the engine room, then to the grocery store to get staples, like bread and oatmeal. On the way back we visited a thrift shop and bought all the mugs they had so that we may cut down on the use of Styrofoam cups.

11:45: Liberty call. Lunch was late due to slow thawing of this or that. The old standby of toasted cheese and bacon sandwiches, along with tomato soup, appeared instead. Nice. Then there still was some peach cobbler which will be sorely missed when gone. About

13:30: Swim call commenced. The water temperature was 70°F and the depth off the starboard side forward was more than 4'.

At about 15:30: We secured from swim call and began preparations for getting underway to Block Island, Rhode Island. The small boats were hoisted aboard as well as the canoe. During this evolution we noticed an osprey (fish hawk) catch a fish close aboard the port side. After the small boats were secured, we broke for the evening meal. Spaghetti and meatballs with salad and fruit with iced tea. During the meal, Capt Jimmy mentioned the sea state forecast for 13 August. The crew began to pay attention when the captain read something about 5' to 8' seas. As soon as the meal was over, those of the crew not on watch scurried ashore to empty the local shopkeeper's shelves of seasickness medications. One of the sea scouts walked the local beach to find seashells to make wampum beads.

23:00: Liberty expired on board. Newsflash, the galley sink won't drain except onto the deck. The threaded iron 1.5" pipes are shot. We'll buy parts tomorrow.

### Wednesday, 13 August

07:00: Reveille. 07:30: The Ace plumbing store opened. We were the first customers. They didn't have all the parts. We had to take a shuttle bus to another place. They sawed our 10'x1.5" PVC pipe in half so that we could get it into the bus. 08:45: We returned on board to see that refueling was almost finished. Breakfast was being served in the galley. French toast with Taylor ham and fruit. Everything had been moved or tied down, but it is never enough. The fridge in the galley has a habit of throwing its contents on the deck when we take a hard roll to port. Duct tape was a jury rigging method that didn't work too well.

09:13: Underway for Block Island Rhode Island. Seven to eight hours is the ETE (estimated time en route). Soon we saw whitecaps in the distance. 10:20: We began to roll. The cacophony of the items moving side to side on the mess deck mixed with voices such as, "What time is it?"

"12:30."

"Are we cooking in these conditions?"  
"We're gonna take another big one."



Underway in heavy weather.

Mr H said, "I've done something I've never done in 50 years at sea. Thrown up on a boat."

Capt Z secured the main deck and ordered those not on watch to their bunks. Two scouts had opened the lashings to the standup freezer on the fantail to get some food for later. Capt G and Mr H went aft

to secure the compromised freezer. As they worked, a quartering sea came over the side and soaked one of them to his calves.

Back in the galley, they opened the oven. Smoke came out from the spilling liquid. The smell mingled with an aftershave smell from the backpack that I was using for a pillow. Peaches are chasing each other across the aft bench of the galley table. One scout next to me is lying on the fore and aft cushion and is "power puking" into a 5gal bucket. It's better than puking on the mess deck. The microwave is being kept on its platform by chains. It paces port to starboard, staying within its bounds.

On the bridge there are seven people braced between this and that. Martha's Vineyard souvenir flasks keep a few of them hydrated. BSA wants us to stay hydrated. Mr H, who was in an upper V berth forward, was thrown by a wave action which first picked him up and then slid him aft and out of his bunk. I spent some time in the galley lying athwartships with one foot trying to keep a cabinet door from slamming open and closed, open and closed, as we rolled. Several life jacket lights, which were stored in the lazarette, were jarred to life and were later observed making a disco like environment in the laz.

On the bridge, Mr S said he saw a 45° roll and was looking down at Mr Z across the bridge. I later saw a cell phone video of a roll or two and I was impressed. One roll almost threw Mr Z out the pilothouse door and destroyed the captain's course monitoring computer which went out and smashed on a salt water covered deck. Capt Z changed our course and we made for Newport, Rhode Island. We'd stay there until the weather abated. By 17:30 we were in Newport and the crew washed down the salt.

After trash was taken ashore, liberty call commenced. Before long the crew was back with news of an Army/Navy store nearby. They had bought canteens, do rags, P-38s, etc. Later they went out and played "man hunt.z" The adults also went ashore for food, libations and ice cream. The setting sun was beautiful, quite a difference from four hours earlier.

#### Thursday, 14 August

Moored at Newport Yachting Center. 06:30: Reveille and make preparations for underway to Block Island. Great sunrise with clear sky. 07:00: Underway. At 07:25: We received the first roll of the day which cleared the mess table of all the loose stuff. Nearby to starboard was a lobster boat where the crew was friendly with the seagulls. One gull was standing on the bow as a figurehead. Others made STOL landings and takeoffs aft. The trip from Newport to Block Island was two and a half hours so I went below. I awoke being tossed about and looked out the captain's portlight. Whitewater flew by. 09:55: We passed Red Bell #4 to starboard at the entrance to New Harbor and the Capt throttled back the diesel engine. She sings a pleasant tone at this speed.

Inside New Harbor it was calm. At 10:12 we moored "portside too" at Payne's Dock. The crew is in their "entering port" uniform which varies, since five different sea scout ships and one boy scout troop are represented. There are dress whites, blue chambray shirts, dark blue class B, salt and pepper and boy scout dress uniforms. It's now 10:30 and the motor is still running due to the wind and the position we were put at Payne's Dock. I call it an "exercise in creative mooring." But whatever, we're at Block Island!

After tying up, the freshwater wash down and brass polishing commenced with one watch section, while the other watch section brought the two small boats down as well as the canoe. The ships banner stating "Boy Scouts of America Sea Scout Ship 228" was hung on the gunnel facing the pier, lunch (egg salad sandwiches) was prepared by the galley crew. When the ship was squared away, the Capt released the liberty party. Several of the adults got only as far as the foot of the pier where we indulged in New England clam chowder and ice cream. There we met three men who had been in the storm yesterday. I heard that some place on Long Island had gotten 13" of rain. Capt Z rented a golden PT cruiser to use as the ship's vehicle.

#### Friday, 15 August

In port, New Harbor Block Island, Rhode Island. Capt G surprised us with French toast, pancakes and bacon for breakfast. 10:00-12:15: Capt Z took some of the crew around the island, seeing both the South and North Lighthouses, as well as the Coast Guard Station, and downtown.

During the afternoon a friend of the *Sea Dart II* came to visit. Capt Rick owns a retired tugboat and came to give Capt Z a mini library of nautical books. They were quite interesting, about the *Titanic*, U-boats, etc. Capt Rick visited with Capt G into the evening.

In the late afternoon the adults went ashore for supper at the Beachhead Restaurant while the crew ate aboard, having lasagna, tomato soup, garlic bread with chocolate pudding and ice cream. At 23:00: One of the sea scouts reported to me an inebriated man at the foot of the pier. The man bet a girl that he would win the ring toss game in three tries or give her \$20. She took the bet and took his \$20. The scout suggested that we could make some money for scouting in that manner. Easy money.

#### Saturday, 16 August

06:10: Reveille at Block Island. Made preparations for getting underway, small boats and bicycles aboard and secured. Generator start, shift to ship's power. Main engine start. Unrig dress ship flags. 07:00: Underway for Port Jefferson, Long Island New York. Sunny, light winds, no whitecaps. 10:03: Passed Race Rock Light, Fishers Island New York, to starboard. Lunch: Leftovers of roast pork, mac and cheese and a delicious cherry cobbler. 13:00: Fire Drill conducted by Capt G. A galley fire in the electric stove. The drill was quite thorough with the emphasis on safety. Afterward, Sea Scout Advancement Class for the Ordinary Rank was held on the fo'c'sle. Flag etiquette, the Sea Scout emblem and marline-spike seamanship were covered. Line materials, methods of manufacture, uses and purposes as well as safe practices were taught. As today's underway period is long, those not on watch may be watching "Lord of the Rings" in the galley.

15:45: Entering the harbor at Port Jefferson Long Island, New York. The harbor was busy, with one Cross Long Island Sound ferry leaving and one arriving. The crew was in uniform for entering port and the Dress Ship Flags were flying.

16:05: Moored portside too, but the shore power cable was not long enough. At 16:15 we moved her around the corner of the pier and at 16:20 she was really moored. 17:45: Supper for the crew. Roast beef, mashed potatoes, red cabbage. 18:00: The bos'n, one sea scout, Capt Z and I went

aboard the Cross Sound Ferry *P.T. Barnum*, for a round trip to Bridgeport, Connecticut.

18:30: Leave Port Jefferson. 19:45: Arrive Bridgeport. 20:00: Leave Bridgeport. 21:15: Arrive Port Jefferson. Upon disembarking, we went across the street for ice cream. An impromptu knot tying session was held in the galley until 23:30. Those practiced were double bowline, bowline on a bight, timber hitch, rolling hitch, taut line (midshipman's hitch), sheep shank, lark's head, and constrictor knot.

#### Sunday, 17 August

03:50: Reveille at Port Jefferson for the underway watch. Light off and warm up. Castoff at 04:17: Sunrise was observed at approximately 06:10 in cool weather. 09:00: Moored at King's Point, United States Merchant Marine Academy. After an informative tour of the campus and the training vessels, at 12:22: We got underway westbound on the East River toward New York City. Lunch was great, as usual, roast beef and gravy, chicken cacciatore, cherry cobbler and lemonade. All this as New York City slipped quietly past our starboard side. I'm always surprised as to how quiet the city seems when one is 300 yards out on the river. Some joggers on the East Side can easily keep up with the *Dart* as we travel against the flood tide.

As we traveled the Buttermilk Channel, the crew was busy cleaning the boat one last time. Then their gear was brought up and piled on the foc's'l and some collapsed on it, napping in the warm sun for the last hour underway. The wind was strong and the temperature was in the high 70s. As we approached the "Base," with the ship's horn sounding and the "Pea Whistle" shrieking, I heard a sea scout exclaim, "Look at all those parents who are not mine, waiting for us." 16:21 we moored at Linden, New Jersey. *Sea Dart II's* long cruise 2014 was over, let's go again, soon.

**KITTERY POINT TENDER**



10' x 48" Handlaid Fiberglass Hull  
Traditional looking Yacht Tender  
Specially Designed for Ease of  
Rowing and Minimum Drag When  
Towing  
Row & Sail Models

**BAY of MAINE BOATS**

P.O. Box D • Kennebunkport, ME 04046-1693  
maineboats@roadrunner.com

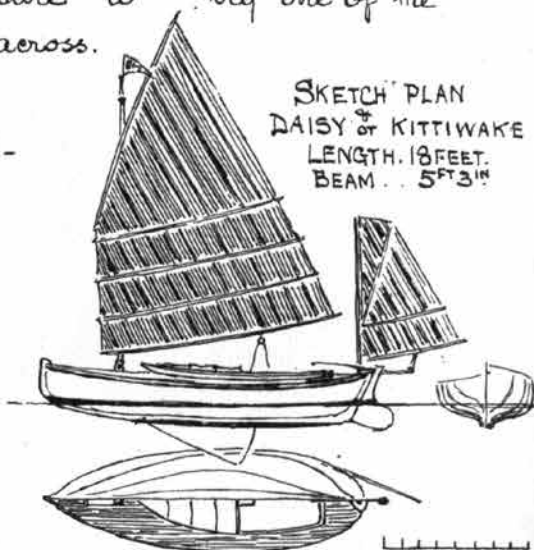
# CRUISING IN DENMARK.



any small boat sailor who possesses a suitable craft and is able to afford the time for a holiday there, the Danish waters offer many charms. In recent years my modest holiday has not permitted me to revisit that smiling little country, but perhaps a brief account of a former cruise there may interest, & encourage others with more leisure to try one of the best cruising grounds I have yet come across.

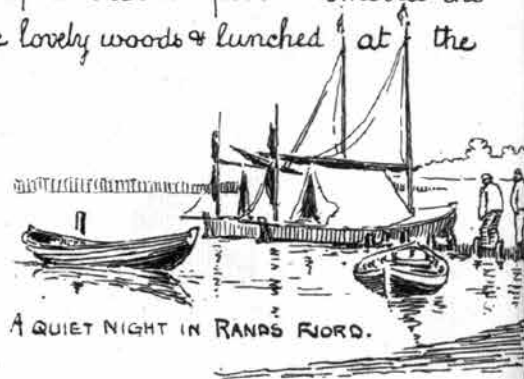
Our boats - centreplate canoe-yawls of about three quarters of a ton displacement - accompanied us by steamer from Grimsby to Esbjerg on the western side of Jutland & were there loaded into a huge Railway Truck which easily held them both.

Travelling by train across to Veile on the Baltic side, after a night at the Hotel Royal, we found our boats had arrived at the station, and had them carted down to the quayside, where, with the aid of the town's "Stor" crane, they were safely put afloat. My recollection of this crane rather points to "Outside Capacity, one ton", but it is quite possible that it has since been replaced by a better one.



stains of travel from our boats, strolled in the lovely woods & lunched at the Restaurant high up the hill side. The dying evening breeze fanned us along to shallow little Rands Fjord, where we found our way in after some difficulty, moored our boats, erected our tents and slept undisturbed.

Before the "usual Danish strong wind" and with reefed sails we ran across the blue waters of Veile Fjord to Munckbjerg, where we tied up at the little pier & removed the





Nine o'clock next morning saw us underway with a moderate off shore wind, which fell away & veered, suiting us very well when we rounded Traelle Ness (close in) & hauled up for the Belt.

We reached Fredricia about noon. It looked odd to see the train being conveyed across on a steam vessels deck. On such a day, with a bright sun flashing its reflections from the sparkling blue waters of the Belt, the Narrows are lovely. Middelfart, on the opposite side, with its red church towering over all, looked so inviting that we ran across into its little harbour to allow the expedition's photographer to get some snapshots. We found a nice run of stream with us in the centre with well defined tide lines, outside which the eddy

tide ran in the opposite direction. We only went as far as the eastern side of Fanø, which was so beautiful that we decided to go no further that day. For our sail to Aarø sund



next afternoon we had a single reef breeze & one hardish squall with rain about half way across. We had as much wind



as we wanted for our run to Als Sund and were about six hours in getting to Augustenborg, where, judging by the amount of attention we received, we were looked upon as curiosities.



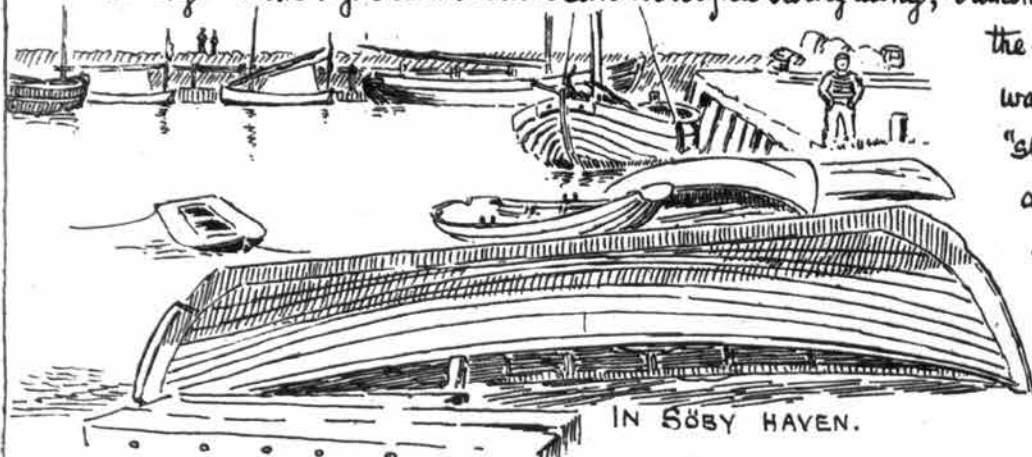
It took us about four hours to run down the Fjord & turn up Als Sund to Sonderborg where we spent a rainy afternoon in our tents.

After a walk up to Dybbøl monument (to the memory of fallen Danes & Prussians) from which we had a fine view of the rolling country for whose possession the struggle had taken place, we passed through the bridge of boats, & made a start in the direction of Svendborg. With light airs & warm sun we drifted slowly along, bathing, inspecting the bottom of



SONDERBORG.

the sea through the transparent water & having a good "slack" until, late in the afternoon a nice little westerly breeze sprung up and carried us past Skjoldnaess & into the snug little harbour of Søby just



IN SØBY HAVEN.

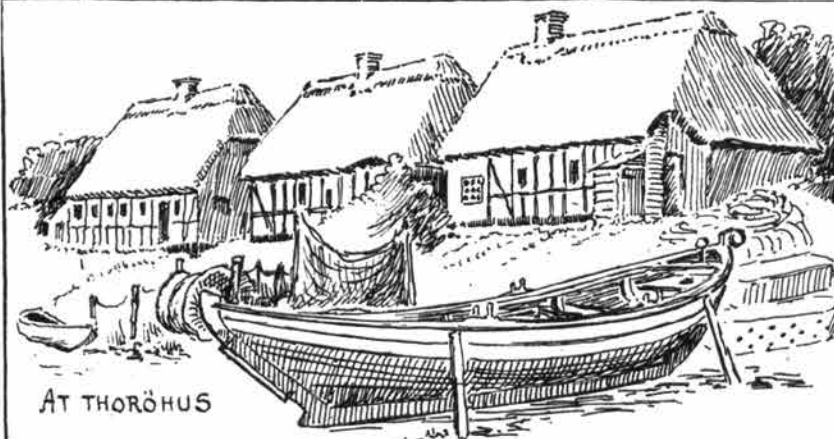
before dark. We left this quaint little place with its half timbered thatch roofed cottages next afternoon. A three hours run, during which we rather presumed upon our light draught by cutting between Drejø & Avernakø, took us into Svendborg which is an extremely pretty Fjord. Here our fourth member left us & for the rest of the cruise "Daisy" was singlehanded.

We were in and about Svendborg for two days, and renewed acquaintance with Mr. Sophus Weber who has a yacht-yard there, a fact which it may be useful for any intending cruiser to note.

Two reefs down, a head wind & a long wet & uncomfortable sail to Faaborg, was followed by a similarly long but much more enjoyable turn to windward under whole sail to Helnaes Bugt. Here we received our first visit from the Customs & tied up to a mooring post for the night, wading ashore for a stroll in the morning before we left for Assens. At that place we laid comfortably in the fishing boat harbour, & as there was a strong breeze dead ahead & very cold we remained over one day to give the weather a chance to improve, walking over to the picturesque little fishing village of Thorøhus.



IN HELNÆS BUGT.



AT THORØHUS

On our last day we sailed down to Christensminde for lunch, then back to Kolding where we hoisted the boats out with a funny old crane which nearly toppled over into the harbour when it got the weight of the Kithwake upon it. This catastrophe was only prevented by the agility

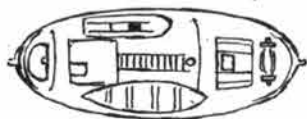


and weight of the harbour master, who threw himself on to the counterpoise just in the nick of time.

From there the train took us & our boats back to the west coast, where we had a day's wait for the steamer's departure giving us opportunity to note the fishing fleet and to run



ESBJERG FISHERMAN.



aeross to the bathing island AT KOLDING. OUR LAST NIGHT.

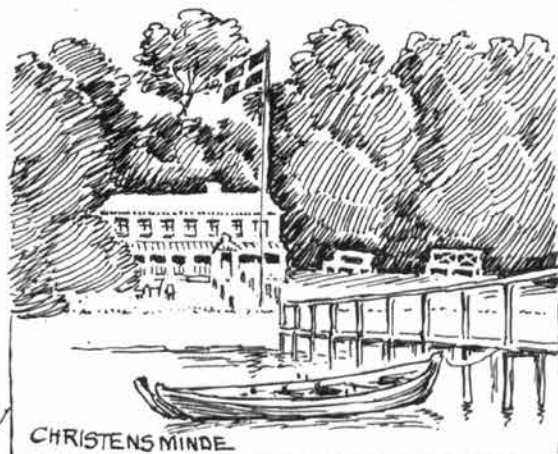
of Fanø, opposite Esbjerg. We landed back in Grimsby after an absence of 20 days well pleased with our trip. As will be noticed from the foregoing, the winds are frequently rather strong, and the almost fresh water of the tideless Baltic quickly develops a

nasty short sea. A seaworthy type of cruiser is therefore desirable. The local craft are very snugly rigged; the masts of one boat (19' x 6') which I measured were only 12 feet (foremast) & 14 feet (main) in extreme length.



OFF SØNDERBY.

"Double reefs" was again the order of the day for our last passage. It commenced with a turning wind which fortunately backed enabling us to lay our course. We passed the western side of Fanø - not as pretty as the eastern channel - & turned up the Fjord to Kolding.



CHRISTENS MINDE



AT KOLDING. OUR LAST NIGHT.

of Fanø, opposite Esbjerg. We landed back in Grimsby after an absence of 20 days well pleased with our trip. As will be noticed from the foregoing, the winds are frequently rather strong, and the almost fresh water of the tideless Baltic quickly develops a

nasty short sea. A seaworthy type of cruiser is therefore desirable. The local craft are very snugly rigged; the masts of one boat (19' x 6') which I measured were only 12 feet (foremast) & 14 feet (main) in extreme length.



George F. Holmes

On Saturday, May 31, we had the Great Norumbega Steam Bending party here at the canoe shop. We were joined by Marshall McKee and John Fiske, Ted Harrigan (who brought some of Betsy's pumpkin bread, which didn't last long) along with Jeff Morrill, Greg O'Brien, John Fitzgerald, Ed Moses and Paul Shirley.

We were just getting set up when new member Roger Andrews showed up from Wayland with the courting canoe that he recently acquired through a family friend. Roger's long deck courting canoe turned out to be the belle of the ball! Everyone forgot about the Robertson that we were supposed to be working on and spent a lot of time oohing and aahing over it. Paul Shirley was excited because it is a carbon copy of the one that he has recently restored. Several suggestions were put forth as to who the maker of this canoe was but, without a label or a maker's tag, there was no way we were able to make a positive identity.



Paul Shirley and Roger Andrews inspecting the Charles River Courting Canoe, this one was made by an unknown builder.

Once we had thoroughly inspected the courting canoe we were able to get down to the business at hand, the Robertson project canoe. The decks were the first task. These

On Sunday, June 15, 2014, we once again paddled the Sudbury and Concord Rivers. This time we had a fleet of 11 canoes. The smallest was Maria Fitzgerald's Wee Lassie and the largest was Fitz's 18 1/2' E.M. White that was paddled by Roger Andrews and John Beasley. Phil Schneider and his grandson, Jake Stockdale, made a good team in the 15' Old Town Trapper, John and Erin



Derek and Chris in the 17' Cronje.

John and Margaret paddling the 15' Temagami Prospector.

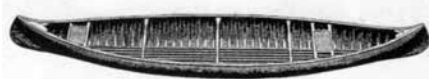


## Norumbega News

By Steve Lapey

Photos by Steve Lapey, Ted Harrigan, Greg O'Brien, John Fitzgerald  
From the Norumbega Chapter WCHA

### The Robertson Project Continues



Wooden Canoe Heritage Association, Ltd.

new decks are going to be a laminate of two 3/8" boards that will end up being 3/4" thick. The pieces of mahogany were boiled in the turkey fryer for 45 minutes and then placed in the bending jig. John Fiske and Marshall McKee turned the screws and forced the bend in the wood with out further ado. Since we do not have access to a heavy duty press to make a bend like this in full thickness stock we chose to use the laminating method. The bending jig was made here at the canoe shop from pieces of 2"x4" lumber cut to shape and the bending force was provided by four pipe clamps. A hydraulic press would have made the task somewhat easier.



The porch in front of the shop was taken over by the steaming equipment. Steam bending today included a deck, two ribs and the two replacement outside stems.

Next we tackled the big job, the white oak outside stems. The blanks for the stems had been prepared at our last session and

they had been soaking in water for the past two days, just to help the bending process. Bill Clements provided us with a nice stainless steel strap to clamp to the oak during the bend to prevent breaking and it worked. Forty minutes in the steam box was enough to make the oak pliable enough to go around the form. Clamped in place, we will leave them sit for at least a week so they will hold their new shape.

Later the new stems will be trimmed, beveled to fit and then wait to be attached after the hull is canvassed.

The last bending chore was the two new ribs. This Robertson canoe was made with western red cedar ribs and planking, which is quite unusual but, to make the restoration accurate, we will also use red cedar for the replacements. It has been said that the red cedar doesn't bend as easily as the usual northern white cedar but today the new ribs bent easily.

After the new ribs were clamped in place they were tacked to the planking, we left them in place waiting to be trimmed and beveled at the next session.



Paul Shirley, Marshall McKee, Ed Moses, Greg O'Brien, Roger Andrews and Steve Lapey with the new ribs clamped in place.

We will be having more shop sessions this fall. Since our last newsletter we have been able to add the names of two more generous patrons to the list of those who have helped support this project. Thanks go to George Martin and Roger Andrews.

### Father's Day on the Sudbury and Concord Rivers

Fitzgerald were joined by Sadie in the Old Town Charles River Ideal.

Chestnut Canoes were represented by John Fisk and Margaret in a Temagami built Prospector, Derek and Chris Rice in the 17'

Cronje. Larry Meyer and Marshall McKee along with Sky the Irish Setter paddled Larry's 17' Prospector, Dan Lapey soloed in the 15' Chestnut Chum, Steve and Debbie tagged along in Debbie's Yellowbird, a Chestnut lookalike from Steven's Canoe Works. Sue Fitzgerald came down from Rangeley, Maine, with her CLC stitch and glue kayak, possibly as small as Maria's Wee Lassie.



Phil and Jake in another 15 footer, this one is an Old Town Trapper.

Fitz, Sadie and Erin enjoying the 100 year old Ideal. It was an Ideal canoe then and it still is today.





Larry, Sky and Marshall working against a headwind in the 17' Prospector.

The only Morris on the river was the 15 footer paddled by Greg and Cole O'Brien. How does Greg get those beautiful paint jobs on his canoes? He must have some secret method of swinging a paint brush, no drips, no runs and no errors! In addition to nice paint jobs Greg is pretty good with the camera and he has supplied us with some pictures.



A nice lineup of pretty canoes beached at Fairhaven Bay, the halfway point of this trip.

The trip began promptly at 9am and by noon we had taken over the picnic area at the Old North Bridge in Concord where the big crowds of tourists were all stopping to take notice of the pretty canoes pulled up on the shore. One lady was upset when she learned that the canoes were not available for the public to use, she was referred to the South Bridge Boathouse, about a half mile down-

stream where she could rent her choice of Grumman canoes.

Lunch completed, we spent some time comparing canoes and wondering why there were so many Chestnuts in the group, 20 years ago we could have been called the "Old Town Club," now we are branching out and including more and more interesting canoes from a lot of different makers.

Ten people, one dog, six wooden canoes and one canoe made of some modern wonder material descended upon the Charles River on Saturday, August 23, to paddle in the area of the old Norumbega Park. Four solo paddlers were joined by three couples, in each case the couples consisted of a gentleman paddler and a lady passenger in the typical Charles River fashion. The couples were Paul and Cathy Shirley in their long deck courting canoe made by an unknown Charles River builder, Ted and Betsy Harrigan in Ted's *Plastic Princess*, an Old Town of recent vintage and your editor and Miss Deborah in the recently completed Kingsbury courting canoe.

The solo paddlers were Greg O'Brien in the pretty little 15' Old Town, Stuart Fall with his white canoe made by Jeanne Bourquin, John Fitzgerald in the 100 year old Charles River canoe from Old Town and Dan Lapey using the red Sweet Sixteen from Stevens Canoe Works. Fitz technically was not paddling solo because he had Sadie helping out.

The put in was at a relatively new boat launch off Woerd Avenue in Waltham, very close to the location of Arnold's boat house, a very busy place 100 years ago when Charles River canoeing was at its peak. The boat launch is extra nice because it has a dock that became very handy for launching the courting canoes. The long decks are nice but they make it very

## The Charles River



The Kingsbury Courting Canoe being used as it was designed and being paddled on the Charles River within a mile of where it was built 80 or 90 years ago.

difficult to get in and out in the normal fashion, having a dock to work off of makes life much more pleasant, especially if the ladies are properly dressed for the occasion.

After launching the canoes we all paddled upstream to the old Norumbega Boat-house, near the Commonwealth Avenue bridge. The boathouse now houses Charles River Canoe and Kayak where they were doing a land office business renting stand up paddle boards and kayaks along with a few canoes. Along the way we passed the home of Norumbega's Chuck Cossaboom who would have been with us but he was away on vacation, his courting canoe safely tucked away in the shed out in the back yard.



Lots of courting going on here, Sadie and Fitz are in the Old Town Ideal, Cathy and Paul Shirley in the Charles River Courting Canoe.

Returning from Commonwealth Avenue we stopped at Auburndale Park where we took advantage of their picnic facilities and spent time looking at the pretty canoes as they were pulled up on the beach. Too soon it was time to return to the Woerd Avenue boat launch to pack up and head for home.

This turned out to be an excellent launching site for this section of the Charles River. Considering its location, about a half a mile from Route 128, it is a very scenic part of the river teeming with birds. We saw Canada geese, great blue herons, mute swans and several varieties of ducks, not to mention a strange collection of fake creatures including a bison, an alligator, some bears and deer all decorating the riverbank at a private home. Someone has a great sense of humor!

The Shirleys in the courting canoe followed by Greg O'Brien, the Harrigans and Stuart Fall.



Six pretty canoes lined up on the beach at Auburndale Park in Newton.



# A Long Ago Dream Partially Fulfilled

By Bob Hicks

In 1943, in the midst of World War II when the tide had finally turned against the Nazis and Japanese, Nelson D. Gillett published a small book, *A Boat, A Garden and Independence*, in which he espoused a Utopian (his word) postwar life style of escape from the pressures of industry and commerce. The title made clear his priorities for achieving this simple life. Apparently he never did achieve it, a grandson, Bruce Hammersla, today states:

"We are not certain if Nellie ever built the skiff he designed. He was constantly building things of all sorts including the houses his family lived in." (He hand built three houses from scratch, felling the trees, sawing and planing the lumber and even making the nails, according to a friend of the family).

Bruce went on to state, "No evidence that anyone ever built a skiff to this design has been uncovered."

Until now. Another grandson, Bruce Merrill of Anchorage, Alaska, sent a copy of the book, with blueprints, to the Northwest School of Wooden Boatbuilding in Port Ludlow, Washington. Director Pete Leenhouts (a longtime *MAIB* subscriber and contributor) says, "I had been sent a copy of N.D. Gillett's book and really enjoyed it."

In 2013 the school chose to build the design because it offered a good teaching opportunity. Two of the skiffs were completed in the spring of 2014 (one has been sold, the other is for sale as of this writing in late September) and in the spring of 2014 the family reconnected with N.D.'s creation 70 years later, with several descendants enjoying the launching of one of the skiffs, led by N.D.'s daughter, Bunny, who enjoyed the first outing afloat in her father's creation. (N.D. died in Washington in 1960).

Pete Leenhouts commented about the launching, "What a wonderful experience! It



The family gathers at the launching, from left: Bunny Hammersla (daughter), Will Patton (grandson-in-law), Joni Ostergard (granddaughter), Anne Gillett (daughter-in-law), Jill Estvold (granddaughter), Sue Johnson (granddaughter), and Bruce Merrell (grandson and much appreciated instigator).

was a real privilege for us to meet them and for them to participate in the first ever launch of the skiff."

This whole story so grasped a visionary outlook from those long ago days that I decided to reprint herewith (with the family's permission) those portions of the book relating to the boat. Reading it, not necessarily with an eye to building the boat, but rather as an insight on how N.D. Gillett went about so doing in pursuit of his vision, is an enjoyable and informative experience.



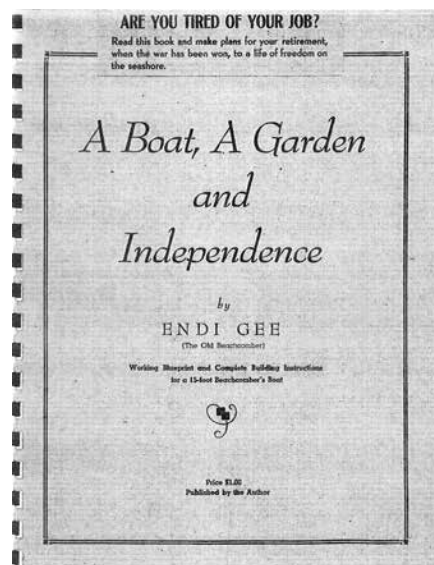
The designer's daughter enjoying the first outing in her father's skiff.

## Preface To First Edition

It is the author's hope that this little book will inspire some of its readers to save a portion of their incomes with a view toward retirement in middle age, or earlier, to live happily thereafter on a romantic beach where they may forget the turmoil of commercial competition and the struggle for industrial survival.

Legislation never can provide financial independence for all of us but almost any man, if he remains steadfast in his resolution, may create a little Utopia of his own where political disturbances, booms and depressions may pass lightly over his head.

When the wars have been concluded, and when industrial production of civilian goods has overtaken the long unfilled demand, there will ensue a hard period of readjustment during which many men will not find work for their hands or their brains to do. Let us hope that YOU will be prepared then to retire, with assurance that you can live comfortably amid scenic attractions and with an abundance of all necessary things,



never in fear of becoming dependent on the bounty of a paternal government.

## March 1, 1943 A Boat, a Garden and Independence

Toward the end of your vacation at the seashore have you ever wished that you could forget your job and remain permanently on the beach? Would you be content there if you had plenty of good food, a roof over your head and enough money for necessary expenses?

This little book will tell you how to build a boat, offer some hints about waterfront homes, discuss a few garden details and suggest various means of earning a small sum of money without disturbing your year round freedom. If you are a nature lover and if you are not too firmly held by habit to the slavery of modern living customs you may throw off the shackles of civilization and enjoy a life of abundance and leisure.

**Editor Comments:** We will focus on the boat building portions of the book only.

In mentioning leisure I do not refer to idleness but rather to a free choice of activi-

ties, a dweller on the beach will seldom be idle but his work will be so varied and so interesting that it never will be burdensome. Fishing, digging clams, boat building, landscaping of the homestead, cultivating the kitchen garden, cutting firewood, preserving surplus food and everyday appreciation of a healthful out of door life should make your lot superior in every way to that of the industrial and mercantile slaves in the cities.

You will be free to plan your activities as you choose. If you feel a desire to go away for a day, a week or a month, who can deny your pleasure? Prudence will urge you to travel judiciously during the season when your garden needs weekly attention and if your beach lies near waters where valuable fish congregate periodically you will endeavor to be there at times when you may capture an abundant supply of food with least expenditure of labor. When wild blackberries are ripe in the clearings and when nuts are ready to be shaken from the trees you will be there with your pails and your baskets. You will enjoy eating those natural desserts which will have flavor superior to that of any purchased produce because, as you eat them, you will be feeling pride in your achievement as a gardener of food. If you are energetic you will fare well; if you are lazy yourarder will lack variety but you never need to go hungry on the seashore because the table is set twice a day when the tide ebbs.

### Choice of a Boat

In deciding what your requirements, will be in the way of a boat you should first determine where your beach home will be. If your beach is in a sheltered inlet or on a coast protected by nearby islands you may use almost any sort of boat, provided only that it has sufficient capacity to carry its crew and all the gear you intend to use for fishing, clam digging expeditions and towing of salvaged logs or other floating property of value.

If you intend to settle on an open coast your boat must be light and buoyant, easy to haul clear of the surf and seaworthy to breast the breaking seas when hauling off the beach.

You can learn much about boats by studying the craft used by shore fishermen in the vicinity of your beach. Fishermen are like all other human creatures, some are clever, others are stupid, the best of them will own boats suitable for conditions of sea and harbors where they work. From Nova Scotia southward you will find a variety of skiffs, dories, Casco boats, Cape Cod cats, ships yawls, sharpies and numerous other open boats, all working in waters that sometimes are turbulent and all having certain virtues that make them satisfactory for the work they are required to do.

My thought, in designing a boat for you, was to select a type easy to build, using a moderate quantity of good material which will not cost too much, a boat with good carrying capacity yet not too heavy to row out through moderate surf, one capable of fair speed with a small outboard motor and seaworthy enough to find her way home against a moderate gale. Every boat is somewhat of a compromise because desirable qualities may be, to a certain extent, mutually antagonistic. My design will make a good little boat, dry when punching into a head sea and comfortable when running free. She can be hauled up on the beach by one man and she will not squat excessively when moderately powered.

If you like this design read the building

instructions carefully and study the drawings until you understand every detail, then build the boat and enjoy seeing the piles of clean lumber grow into a sweet-sheered, lively little vessel.

**Editor Comments:** The drawings were not available to us.

### Bill Of Materials

**Planking:** Edgegrained clear Philippine Mahogany, Eastern White Cedar, Western Red Cedar, California Redwood, Southern Cypress or other lumber that has proved satisfactory locally for boat construction. To be air seasoned:

- 2 pieces  $\frac{1}{2}$ " net x 6"x16'
- 2 pieces  $\frac{1}{2}$ " net x 8"x16'
- 2 pieces  $\frac{1}{2}$ " net x 10"x16'
- 10 pieces  $\frac{3}{4}$ " net x 4"x16'

**Seats and Thwarts:** Same material as planking:

- 1 piece  $\frac{3}{4}$ " net x 8"x8'
- 1 piece  $\frac{3}{4}$ " net x 10"x10'

**Transom:** White oak:

- 1 piece  $\frac{3}{4}$ " net x 10"x8'

**Stem and 2 Knees:** White oak:

- 1 piece  $1\frac{1}{2}$ " net x 6"x5'

**Keel or Rubbing Strip:** White oak:

- 1 piece 1" x 4"x14'

**Skeg:** White oak:

- 1 piece 1" x 6"x6'

**Keelsons, Chine Logs, Inwales, Frames and Guards:** White oak:

- 1 piece  $\frac{3}{4}$ " net x  $1\frac{5}{8}$ " net x 14'
- 2 pieces  $\frac{3}{4}$ " net x  $1\frac{5}{8}$ " net x 12'
- 6 pieces  $\frac{3}{4}$ " net x  $1\frac{5}{8}$ " net x 16'
- 2 pieces 1" half round 16' long

**Moulds, Shores and Cleats:** Any inexpensive #1 or #2 lumber:

- 60 lineal feet 1"x4"
- 160 lineal feet 1"x2"

**Flat Head Wood Screws:** Bronze, if obtainable, or brass:

- 3 gross #8x1"
- 3 gross #10x1 $\frac{1}{4}$ "
- 1 dozen #10x1 $\frac{1}{2}$ "
- 1 dozen #12x2"
- $\frac{1}{2}$  dozen #14x3"

**Copper Boat Rivets:** with Flat Heads and Burrs:

- 200 about  $\frac{1}{8}$ "x1 $\frac{3}{8}$ "

**Miscellaneous:**

- 2 pairs malleable galvanized iron round pattern rowlocks and sockets
- 2 pairs 7' or 7-1/2' oars, copper tips and leathers
- 1 shoulder eye bolt 1/2"x5", galvanized iron
- 1 thimble for 1/2" diameter manila rope
- 20' of 1/2" diameter manila rope
- 115' of 3/8" diameter manila rope
- 1 light 4" galvanized cleat for stem line
- 1 bailing scoop
- 1 ball candle wicking
- 2 lbs putty
- Paint as required

### Building The Boat

Before you start cutting any of the lumber it is a good idea to make a full sized profile drawing omitting the body sections. If you have a smooth wooden floor in your shop the drawing can be made there with heavy black pencil lines. Otherwise get part of a roll of red rosin building paper, such as carpenters use for wind proofing between sheathing and siding of a house.

First stretch a chalk line along one edge of the paper to establish a perfectly straight base line. Tack a piece of 1"x2" wood along this line against which you can slide the

tongue of a steel square while you erect the station lines at 2' intervals, also the lines passing through the ends of the stem rabbet, locations of which are indicated in the drawing.

On the station lines mark the heights above base of the sheer and the bottom of the boat, taking the figures from the table of lines offsets. Bend a 1"x2" batten through all the bottom offsets, then through all the sheer offsets, marking the curved lines with a soft black pencil. Join the ends of the two curved lines with straight lines, representing the outside face of the transom and a straight line in the body of the stem which will serve as a guide to draw the stem curve.

If your transom is to be  $\frac{3}{4}$ " thick, draw a light line parallel to and  $\frac{3}{4}$ " inside the transom face line, extending this inner line to the base line, this will locate the outer face of the temporary cleats which will support the transom at the proper distance off the floor. From the profile of the transom you can determine the bevels of top and bottom edges, using a bevel square or a stiff jointed rule to transfer the angles to the wood. The drawing shows the width of the transom at the sheer line and at the bottom, including the thickness of the planking which must be deducted when laying out the shape on the wood. The depth of the transom at the sides is indicated in the blueprint, marked "true shape of transom, outboard face." The curved upper edge can be laid out with a very flexible wooden batten.

If you already know what make of outboard engine you will use with the boat you can determine at what height above water it is to be supported, probably you will have to cut a notch in the middle of the upper edge of the transom so the motor will have its propeller well submerged.

The transom will have to be made of two 10" widths of white oak. They should be planed on contact edges and held securely together with hardwood dowels spaced about 4" apart. Coat the dowels and the plank edges with waterproof marine glue and clamp or wedge the boards together, letting the glue harden over night or longer before putting any strain on the joint. Then you can mark the outer face of the transom with its dimensions and cut it out, taking care to allow for the bottom and side bevels.

If the transom were set perfectly vertical in the boat the side bevels could be taken directly from the blueprint but since the transom is raked, or set at an angle, these bevels will be somewhat greater than is apparent. For that reason cut the side bevels with plenty of flare so the inside width will be somewhat greater than the outside width. Later, when you have the whole framework set up, and just before starting to apply the planking, you can run a long flexible batten around the moulds and trim the end grain edges of the transom to make a perfect fit inside the planking. You will need a very sharp plane for this job.

The next step is to make a full size sketch of the stem, which should be straight along the inner edge unless you care to use a piece of oak with slightly curved grain, in that case you can curve the inner edge of the stem parallel with the outer edge, thereby reducing the weight slightly. The exact curvature of the stem is unimportant; a straight stem would be easier to make but the curve greatly improves the appearance of the boat.

Lay out the curve with a very flexible batten, letting the middle of the curve depart about 1 $\frac{1}{2}$ " from the straight line at its midpoint. From the full size drawing you can

take off the bevels of the notch at the heel, where the bottom plank is to be fitted, and at the head, where temporarily it is left a little longer than in the finished boat to reach the base line for firm support during construction. You can cut the rabbet in the stem now, being careful not to cut too deeply, leaving the final chiseling to be done after setting up the whole framework when you can bend your flexible batten around the moulds and test the rabbet for its accuracy. Bevel the sides of the stem from the rabbet to the forward face, carrying out the lines of the planking to a face of about 1" width.

Now you are ready to make the moulds. A boat of this size can be built around three moulds but a somewhat more accurate job will result if you use six moulds. If you use only three of them make Numbers 3, 7 and 11. They will be spaced four feet apart instead of two feet, keep this alternate method in mind while reading the following remarks, which are based on six-mould construction.

Make the midship mould first, No 9, and be careful to mark on it the center line and the sheer points as described in Fig 2. Note that the dimensions given in Fig 2 are shown also in the table of mould offsets. By comparing the drawing with the table you soon will understand the function of the table and then you will have no difficulty in laying out the other moulds from the table alone. Half breadths are shown for each mould at the bottom, sheer line and base line; both sides of each mould are exactly alike. Heights above the base line for the sheer and the bottom are given also.

After you have made No 9 mould you can make the other moulds easily, taking the dimensions from the mould offsets table which makes allowance for the thickness of the planking. Notch the corners of the moulds to receive the  $\frac{3}{4}$ " x  $1\frac{5}{8}$ " chine strips, or chine logs, which back up the joint between bottom and side planking. Moulds can be made of any cheap lumber, being careful only that the edges over which planking is to be applied are perfectly straight. You need not bevel the edges of the moulds to conform with the curvature of the side planking; just leave them square.

Set the midship mould upside down, that is, with the bottom of the boat upward as in Fig 2, near the middle of your shop, with the center line of the mould in contact with a straight line drawn lengthwise along your shop floor. A 1"x2" cleat should be nailed to the floor exactly at right angles to the longitudinal line and the long cleat of the mould can be nailed to the floor cleat, leaving the nail heads projecting slightly for easy withdrawal later when you are ready to turn the boat over. The forward face of the midship mould, No 9, is on station No 9, exactly 2' from Stations 7 and 11. Draw lines parallel with Station 9 at Stations 3, 5, 7, 11 and 13, and mark Stations 0 and 15 also.

Set up the other five moulds in this manner: moulds Numbers 3, 5, and 7, those forward of the midship section, should be set with their forward faces on the station lines; moulds Numbers 11 and 13, those abaft the midship mould, should have their after faces on the station lines. The reason for this important little detail is to avoid having a corner of each mould edge project beyond the designed width of the inside of the boat, thereby making it a fraction of an inch too wide, especially near the forward end. When setting up No 9 mould it must be thoroughly braced with two short pieces of 1"x2" stock on each

side, leading from the "bottom" 1"x4" board to the floor just clear of the adjoining moulds.

The other moulds need not be braced so carefully because they can be tied to No 9 mould by means of five full length battens, one along the center line of the bottom and two on each side, one where the  $\frac{1}{2}$ "x10" side plank will go later and the other just below the sheer line marks on the moulds. Check each mould carefully as to its location, plumbness and squareness with the longitudinal center line before nailing the five battens.

Set the stem up with the extreme forward end of the rabbet directly above station 0 and the heel of the planking notch (the other end of the rabbet),  $1\frac{5}{8}$ " abaft Station 0; a plumb bob, or a steel square, can be used to find this location directly above the mark on the floor. Nail four small cleats on the floor, surrounding the end of the stem, and set up a 1"x2" brace from Station No 3 on the floor to a point on the inner face of the stem just clear of the place where the stem knee will be placed later. The point of the stem can be toe nailed to the floor, drilling a hole first to avoid splitting the stem head. To prevent side wobble set up two cross braces from the floor on each side of the stem to a point on the stem 18" or thereabouts above the floor, on the outer face.

Now you can run a 1"x2" batten from the stem planking notch, along the center line of the bottom, to the transom, screwing it temporarily to the stem and nailing it lightly to each mold. This batten will fit snugly into the stem notch if the angles have been taken carefully from your full size drawing and if all parts have been accurately located. If the fit is not perfect trim the notch to make it fit. Check the curvature of the batten to see that it touches all the moulds without any humps or flat spots. It will be perfect if the moulds have been made accurately and set up as described.

The transom has two vertical inside corner cleats, 1"x2", or rather  $\frac{3}{4}$ "x1 $\frac{5}{8}$ " net, extended to form temporary legs to support the transom at the proper height above the floor. The full size drawing will make the details clear. These cleats should be lapped slightly outside the flare of the inside face of the transom so they can be trimmed later to fit flush inside the side planking; they are a permanent part of the boat except that the excess length will be cut off after the boat has been turned right side up. Two short 1"x2" braces from the upper part of the transom to the floor just clear of Station No 13 will steady the transom against movement while applying the planking.

The angles of the stem and transom knees can now be taken directly from the bottom temporary batten; the knees should be made from 1 $\frac{1}{2}$ " white oak and fitted in place, fastening them with long bronze screws to the transom and the stem.

Trim the corner cleats at the edges of the transom, determining the proper angle by the lay of the side battens against them, beveling them, and the edges of the transom to make a perfect fit with the side planking.

Bend two white oak chine strips,  $\frac{3}{4}$ "x1 $\frac{5}{8}$ "x16', from stem to transom in the mould notches, cutting out similar notches in the corner cleats of the transom so the chine strips will extend right up to the inner-face of the transom. The forward ends of the chine strips should be beveled slightly to  $\frac{1}{2}$ " thickness and notched into the stem, flush with the planking rabbet, fastening them there securely after painting all contact surfaces. The chine

strips should be fastened lightly by means of toenails driven through corners of the moulds into the oak; these are temporary fastenings intended only to hold the chine strips in place until the planking has been applied. The corners of the chine strips will project slightly above the angle formed by the corners of the moulds; plane this projection down to a horizontal plane, flush with the bottom of the mould, testing it with a straight stick laid across the boat from side to side.

Your moulds have been marked with the location of the sheer line which is the upper edge of the upper side plank. With the boat upside down, of course, this will be the lower edge of the lowest plank. Bend a  $\frac{1}{2}$ "x6" plank around one side, extended slightly forward of the rabbet line in the stem, and clamp it at each mould; if you do not have enough clamps call in all the boys of your acquaintance to hold the plank in place while you check its location along the marked sheer points. Measure the distance from that plank to the notch in the heel of the stem to make certain that the remaining, two planks will fill the gap at that point; there will be width to spare at all other points.

If your moulds have been perfectly made and accurately placed the "top" edge of the "upper" plank will not require trimming at all; when sprung around the moulds it should come very close to all the sheer marks. Mark the curvature of the stem rabbet on the forward end of the plank, remove the plank and cut the curve. Try it in the rabbet, refitting it if necessary, and trimming the rabbet to its final depth so the plank end will fit snugly into it. When the fit is satisfactory lay the finished plank on the other  $\frac{1}{2}$ "x6" plank and mark it for cutting to fit the other side.

Paint the stem rabbet and the transom edges before fastening the planks permanently. Nail the planks temporarily to the moulds, leaving the nail heads projecting slightly for easy removal later. Let the after ends of the planks project past the transom until all screws have been driven home; then saw them off flush with the outside face of the transom.

The second plank on each side,  $\frac{1}{2}$ "x8", will require no fitting except the rounded forward end where it is housed into the rabbet and planing the edges to form a caulking seam between adjoining planks. To make this joint, plane the edge with a slight bevel extending nearly to the inner face, the outer edge being cut down about  $\frac{1}{16}$ "; the adjoining plank can be left square and when the two planks are fastened in close contact the joint will present a narrow "V" open on the outside and completely closed inside. If the seam is fairly uniform throughout the length of the planking a single strand of candle wicking can be rolled into the "V" with a special caulking roller or pushed into place with a dull putty knife. The seam should be painted first to make the caulking stick. If the seam varies much in width it may be necessary to loop the strand back on itself at wide spots to make a filling of fairly uniform firmness. Then fill the remainder of the seam with a 50-50 mixture of putty and white lead.

The last side plank,  $\frac{1}{2}$ "x10", should be held in place and marked along the chine strip as a guide for cutting off the excess width. Take the plank to the sawhorses for cutting with a rip saw. Allow a little extra width for finishing with the plane after the plank has been fastened in place. The plank should be fastened to the stem and the transom with

bronze screws and riveted to the chine strip at 4" intervals, staggering the rivets to avoid danger of splitting the oak chine strip. Now plane the edge of the plank and the chine strip to a fair curve longitudinally and maintaining the bevel established by the moulds, that is, so the edge will be perfectly horizontal in a line across the boat. You can check the accuracy by laying a straight stick from chine to chine, at right angles to the keel center line.

If you are using only three moulds you can fit  $\frac{3}{4} \times 1\frac{5}{8}$ " frames, as indicated in Fig 6, at Stations 5, 9 and 13, where the other three moulds would be if you had used six of them. The frames are notched out to fit over the chine strip and cut off to end against the bottom planking. The other end of each frame is to be notched out for the inwale so it will lie  $\frac{3}{4}$ " inside and parallel with the planking. To strengthen the planks against unequal bending at the caulking seams fit auxiliary frames halfway between stations and parallel with the main frames and moulds. These auxiliary frames, or cleats, can be laid on the flat, extending from the edge of the chine strip to the extreme edge of the upper plank. Soft wood will be just about as satisfactory as oak for these extra frames. Rivet them to the planking, three fastenings in each plank. The holes drilled through the planks should be slightly countersunk so the rivet heads will lie flush with the surface or slightly depressed. All screw holes should be treated similarly because the light planking can not be counter-bored without weakening the fastenings.

Now you are ready to apply the bottom planking, an easy job. The planks are  $\frac{3}{4}$ " thick and are applied athwartships. Alternate planks are beveled on both edges to form  $\frac{1}{16}$ " caulking seams, like those in the side planking. If the lumber is very dry it should not be drawn up too tightly, plank to plank, or expansion will draw the fastenings and make the boat leak. I prefer to use planks only four inches wide in the bottom of a small boat because they are easier to hold flat than any wider planking.

To make the chine joint perfectly watertight you can smear the contact surfaces with marine glue just before application of each plank, or you can lay a strip of thin cloth along the full length of the chine and saturate it with fairly heavy paint, on both sides. Fasten the bottom planks to the oak chine strips with bronze screws, two in each end of each plank, placing them about one inch from the plank edges. As in all of the screw fastenings, almost full size holes should be drilled through the planking and slightly smaller holes should be put into the oak, to prevent splitting of the plank ends and the oak chines. Paint and caulk the bottom seams, running the candlewicking around the corner of the plank chine to the very bottom of the "V". Fill the joints with putty and white lead.

There may be some unevenness in plank edges, due to slightly varying plank thickness or to inaccurate planing of the chine strips. If so, plane the edges true and sandpaper the whole outside of the boat. Mark a longitudinal centerline on the bottom and lay out a pencil line 2" on each side of it to guide placing of the keel strip. Fit the forward end of the  $\frac{3}{4} \times 4$ " oak strip to the notch in the stem and trim the corners to the same angle as the side planking makes with the stem.

From station 9 to the transom the keel strip is forked by cutting out a tongue about  $\frac{3}{4}$ " wide to receive the edge of the skeg. The keel strip then will help to support the

skeg against any overturning pressure. See Fig 6 for a sectional view of the keel strip and the skeg at Station 9; the skeg becomes deeper, of course, farther aft, as indicated in Fig 7. The function of the skeg is to make the boat hold a true course, like the feathers of an arrow, and for this purpose alone a larger skeg would be desirable but a deep skeg is likely to be twisted or broken when the boat goes aground.

Fasten the keel strip and the skeg by means of bronze screws driven through the bottom planking into the oak, using  $1\frac{1}{4}$ " screws into the keel strip and the forward end of the skeg, increasing the length of the screws as you work aft along the skeg. It is awkward to work under the boat so you can put only enough screws into these two pieces to hold them firmly in place, leaving the remainder of the screws to be applied after the boat is turned over. Fit 1" oak half round mouldings around the outside of the gunwale, using screws set up from inside.

Loosen the cleats and braces on the floor around the stem, remove the nail holding the stem head to the floor and draw all the nails holding the moulds to the floor cleats. Two men can pick up the boat, with the moulds remaining inside, and turn it right side up. Remove one mould and fit in its place the frames as mentioned in an earlier paragraph; if the nails originally holding the planks to the moulds were properly placed the holes can be countersunk and used for screw holes in making the frame fastenings. Remove the other moulds, one at a time, and replace them with oak frames. Here, as elsewhere in the boat, it is a good idea to paint all wood to wood surfaces before fastening them together.

To strengthen the bottom planking run three longitudinal cleats inside the boat, the middle one extending from stem knee to stern knee, the other two being about a foot off center and stopping a little short of reaching the transom and the chine near its forward end. By leaving channels around the ends of the two outer cleats or keelsons any spray or rain water lying in the boat can be made to flow around the ends toward the chine where it can be picked up with the bailing scoop and a sponge.

Short risers, or cleats, can be fitted inside the planking to support the ends of the seats or thwarts. A vertical strut from the middle keelson can support the middle of the thwart so it will not bend and draw the side planking inward. For seating comfort make the thwarts horizontal, not following the curvature of the sheer. The height of the thwarts above the floor grating should be about eight or nine inches. To keep your feet dry when a little water is swirling about the bottom of the boat make three removable gratings of light slats to fit across the three keelsons between the thwarts. They should not extend the full width of the bottom but can end at the outer keelsons, leaving waterways for easy removal of rain water with the bailing scoop.

To finish the gunwale inside you can choose either of two styles. The upper edge of the planking and the frame heads can be cut off parallel with the bottom, in a horizontal line across the boat, or they can be left at right angles to the side planking; see Fig No 6 for both arrangements. I favor the latter method which allows the inwale to remain square also, avoiding a difficult planing job. The inwale is a  $\frac{3}{4} \times 1\frac{5}{8}$ " oak strip fitted to the stem, fastened to all the frame heads and auxiliary frames, and extending to the tran-

som where it can be fastened with a metal angle or a small hardwood knee.

Saw off the surplus end of the stem, an inch or so above the sheer line and approximately parallel with the sheer. A cabinetmaker's rasp is a splendid tool, although rather expensive, for smoothing the end grain to remove the saw marks. An old file will serve almost as well but it cuts much more slowly.

Provide an eye bolt in the stem or fit an iron or hardwood cleat on the inside face of the stem for a painter. The eye bolt will be better if ever you wish to tow the boat behind a larger vessel. There should be a small cleat for a sternline under the after thwart; this will be used to hold the stem fast to the float when you are busy loading or unloading gear from the boat.

In painting the waterline you can use the seam between the middle and lower planks as a division between copper and topside paint or you can run a line somewhat lower at the ends, more nearly parallel with the actual waterline. The topsides and the interior of the boat should have three coats of white lead paint or marine enamel of any color you may choose; the inside should not be too light colored because reflection of sunlight may be harmful to your eyes. The bottom and the sides, up to the painted waterline, should be given three coats of copper paint if the boat is to be used in salt water; cheaper marine paint will do if the boat will be kept principally in fresh water.

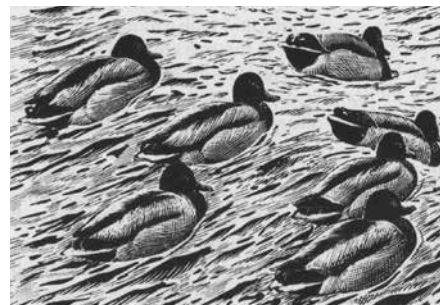
The painter spliced into the stem eye bolt or cleat should be  $\frac{1}{2}$ " diameter manila rope about 20' feet long. Put a neat back splice or a whipping on the other end to prevent unlaying of the strands. The stern line can be  $\frac{3}{8}$ " diameter and about 15 feet long.

Provide a light anchor and about 100 feet of  $\frac{3}{8}$ " diameter line. This may save your boat or avoid some hard rowing on a breezy day when your engine runs out of gasoline or fails from any cause off a rocky shore.

You should have two pairs of 7' or 7 $\frac{1}{2}$ ' oars with round pattern rowlocks which can not be lost overboard because the oar leathers have shoulders larger than the inside diameter of the rowlocks. This type will allow you to feather your oars on the return stroke to reduce windage and to avoid danger of striking the crest of a wave with the oar blade in a vertical position.

A bailing scoop of good size always should be in the boat. Carry a life preserver for each member of the crew and every passenger. Kapok jackets are best but kapok cushions will do if your course does not lie far off shore.

It is traditional that a ship should be christened with champagne just before touching the water for the first time. Recently I saw a million dollar ship christened with a bottle of beer. Perhaps the sponsor and her friends found some more interesting use for the champagne.



I was done with building boats. I already have more than enough boats and now I cannot use any of them as much as I would like, and anyway, I have a canoe that is the perfect craft for me, one I could not improve on. I no longer have the limitless energy of youth and any extra energy I do have I want to spend paddling. Much as I do love building boats I could not build another boat that I might not use, maybe would just look at. I knew my boat building days were over.

I was wrong. With grandchildren like mine life is never orderly and predictable. They can get me to do things that I never thought possible for they do have limitless energy. It is really hard for this old man to keep up, but there is great joy in trying. I usually find that if I work at it we can come to a compromise where their enthusiasm is not stifled and I do not become a basket case. The love of boats seems to have rubbed off on them and they want Grampa involved.

A few years ago their family visited Mystic Seaport where the children had a chance for a short sail in a catboat (*MAIB*, October 2010). Anne was even allowed to take the helm for a bit, which was all it took for her to quickly become a sailor. Her younger brother Sam had been building boat models with me for a while, so the transition to the real thing was natural for him. After that it soon was evident that model building, watching others sail and reading about boats just was not good enough. They wanted a boat, a real one, so we modified an old lateen sail rig of mine to fit one of my newer kayaks and they had a satisfactory sailboat that they could and did use on a small local lake.

Last summer (2013) the children went to a sailing camp at Mystic, sailing all week in the seaport's ancient Dyer Dhows. Once home they used the converted kayak a few times but it was just not right. The tiller was odd and the long slim shape made it hard to turn. They needed a proper sailboat. This wasn't like the kid who wants a pony, then the notion soon wears off. They started a sailboat fund and almost all the money that came their way, most of their gift money and everything they earned, went into it, but sailboats are not inexpensive and the fund just was not growing fast enough.

The two of them came over, not asking for money, just wondering, "how much do sailboats cost?" and, "where can we buy one?" When I told them I saw the worried look and the crestfallen expression as they counted their money. It was pretty clear that Grampa was going to have to do something. It wouldn't do to just buy them a boat, because against impossible odds the two children were determined to earn it.

I suggested they could possibly build a boat but they would need help. Their parents did not have the time and, contrary to popular belief, not all retirees are at loose ends. I was busy but I was also the old boat builder. Maybe there could be one last boat after all, and what fun to be part of a team of three.

I started looking for plans but the requirements were tough. It needed to be simple to build of inexpensive materials, light enough that they could put it on top of their mom's car and, if possible, it should look a lot like a Dyer Dhow. Also, it had to be a pretty boat, there should be no other kind.

At last I found a good candidate in the Car-topper 9 from Geodesic Airolite Boats, a Platt Monfort design, 9' long with a 52" beam. It was not an elegant design but it

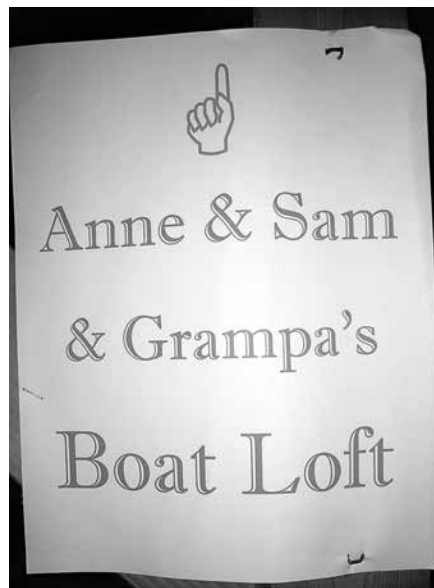
## Boat Building is Contagious

By Hugh Groth

had a nice shape with the potential for good looks and it met all the other criteria. The hull entry was a bit less refined but otherwise the dimensions were nearly identical to the Dyer Dhow, and with a thin plywood bottom and Dacron sides it would be very lightweight.

When they saw the study plan they liked it and immediately were sure they could do it, with a little help. I had a full sheet of Okoume Brynzel plywood left over from an earlier project that would be enough for the bottom. I also had four clear planks of 1" cedar that kept looking at me, wanting to be part of a boat project, and I added to that a few strips of oak from the shelf for strategic reinforcement for cedar is light but not all that strong. There also was a bit of still good epoxy that hadn't been thrown out and a few other left-over bits and pieces such as brass screws, Heat 'n Bond tape, Fiberglas fabric and Kevlar roving that might come in handy.

Anne and Sam got the full plan for Christmas and all the available wood and material was included. It didn't include the Dacron, varnish or hardware, but they thought maybe they could manage that. It was about then that the gravity of the commitment they were making began to sink in. This was no weekend job. I realized what I was in for as well, for it is one thing to build a boat, but trying to work around the weather and coordinate their availability and mine was another.



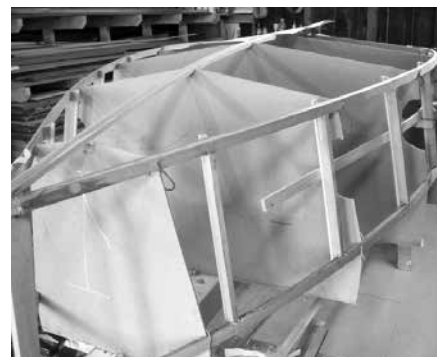
Their dad cleared the upstairs of his barn for the project, so as a start we had a boat loft. He donated some Masonite for station forms and the sides of the strongback beam. The loft was cold so we built the strongback in my basement and carried it to the barn next door.

The top and bottom of the strongback beam were 1"x6" boards 10' long, as straight and true as possible, connected by 4" high Masonite sides to form a rigid box beam. They traced the patterns of one side of each station onto illustration board and transferred them to the Masonite for me to cut out. Masonite is rigid but rather thin and flaky,

so once the station forms were cut out they had to use substantial full width supports to attach them square and straight to the strongback and cleat blocks to hold the longitudinal pieces in position. January, February and even March were much colder than usual this year, so the work went slowly, with many days of mutual availability missed because of cold, but their enthusiasm and commitment held on.



An oak stem and a transom cut from a piece of thicker okoume plywood I had saved were fastened to the strongback. The transom was reinforced at the edges and center with 3/4" oak. Eventually the gunwales, chines and keelson were cut from the cedar planks, bent over the forms and glued to the stem and transom. Vertical cedar ribs were each reinforced with a strip of oak and glued in place on a 12" spacing from stem to stern between the chine and gunwale. Then we glued a 1/2" laminated oak stringer to the inside middle of the ribs to help hold the shape and support the seat rails.



Two 1" square transverse spreader rails were glued in place to support the center seat but also to help keep the sides of the boat from springing inward. The plan shows them attached to the center ribs, but now they would also be fastened to the oak support stringers to help spread the load. The result was a strong and rigid framework. Then we built frames for the seats, which Anne and Sam wove with lawn chair webbing to keep the weight down. Meanwhile, I glued up a deck with a sunburst pattern of redwood and pine, better in my mind than a simple plywood deck.

The three of us stretched Kevlar roving strands, again saved from a previous project, in a double diagonal pattern from rib to rib to put the wooden elements in compression and stiffen the hull. Sam planed the chine strip to conform to the slope of the bottom, then he and Anne traced the bottom shape onto illustration board and transferred it to the sheet of plywood for me to cut and epoxy in place. It began to look like a boat, but so far it had not been as simple as we expected.



We obtained the heat shrink Dacron from Geodesic AiroLITE Boats, enough for a double layer. It is a bit tricky to keep the second layer from shrinking too much and causing wrinkles in the first layer, so I made a small test piece of double layer Dacron, stretched and glued together with water based polyester varnish applied to both sides. It proved to be easy enough to do and the result was an extremely tough skin, much better than the single layer designated in the plan.

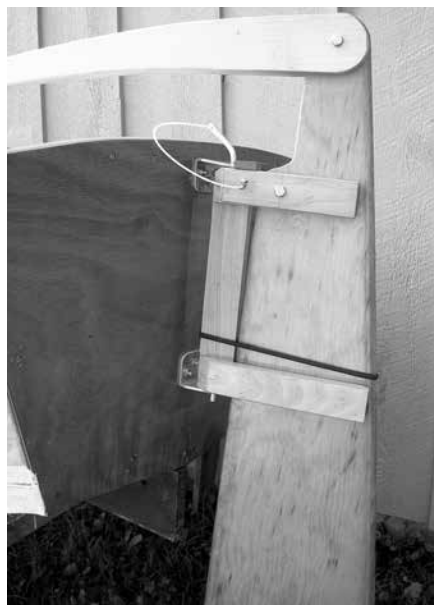
The children made a pattern for the sides using heavy brown paper, then we cut four pieces from the Dacron and, with the boat bottomside up, we stuck the bottom edge of the first layer to the chine using Heat 'n Bond tape. Then we glued the other edge to the gunwale with epoxy and tightened the Dacron using a hot iron. The second layer went on the same way with no trouble and no over shrinking. Once the Dacron was attached and stretched the rub rails were screwed to the gunwales. We turned the boat over, glued the deck in place, sanded the top edges smooth and even with the deck and found that the shape pleased us, though we were far from finished.



The plan from Geodesic AiroLITE Boats was very clear and complete, if we wanted a rowboat. While there was much discussion about sailing the Car-topper 9 on their website there was no mention of it in the plans so, of course, no centerboard, sail rigging or rudder plans. That was OK, I already had a sail and mast and it gave me the delightful opportunity to design my own rudder and centerboard. Then in the February *MAIB* came the Dan Rogers article, "Sailboat Rudders From a Slightly Different Angle." Thanks Dan, your design is on our boat.

It wasn't quite that simple. The rudder and centerboard had to be designed to fit our boat and to use the materials on hand. I had two old leeboards saved (I don't know why, maybe because the material was still good) from the first sailing kayak of many years ago. One of them, clad with fiberglass, cut down and fitted to a pivoting mounting mechanism, became the rudder. Sam had early on made a very nice tiller from clear pine and that needed to be included in the design, but

it all worked out. The rudder assembly looks nice and it works well. A bungee cord keeps the wooden rudder down under light spring load and Anne can slide it up to make it easy to swing the rudder up when beaching.



On the gaboats.com website there is a link to somewhat of a plan for a swing centerboard with no thru pin which eliminates the pin leakage problem and it has the further advantage that the centerboard can be removed (possibly to be used for a paddle, should one be needed). However, the plan is not sized for this boat so, like the rudder, it required some design work. The other old leeboard, cut, reglued to a new shape and fiberglass clad became the centerboard. It has two  $\frac{3}{4}$ " pins, the lower one, being shorter, slides down an internal slot in the centerboard trunk until the upper pin rests against the curved top. The lower pin in the bottom of the slot becomes the pivot. The centerboard trunk was a real design and material problem, but it eventually happened as well, and with bungee cord assistance to keep the centerboard down it works smoothly.



With the Dacron in place and stretched the keel and skeg were attached with epoxy followed by 3" fiberglass tape saturated with epoxy on the chines, stem, transom edges and the centerboard opening. Once the epoxy was properly hardened the children applied three coats of varnish all over the boat, inside and outside. Sam and Anne each had their own can of varnish and their own brush and over several days they did an excellent job.



It was time for the boat to emerge from the boat loft so Dad, Uncle Mike and Grampa were enlisted to lower it down from the front door of the upstairs of the barn. The children then attached the seats, tried out the fit of mast, rudder and centerboard once more and the next day we were off to the registrar. The boat was titled in their name, of course, so their mom had to go along to sign, but Anne and Sam were now the proud owners of their own sailboat.





Soon on an evening test launch at a local lake we found leaks around the centerboard. Back home, the centerboard trunk was removed and the floor in the area of the centerboard slot was substantially reinforced, as were the trunk mounting brackets. With

a much better application of silicone sealer around the centerboard trunk to floor joint and a few other adjustments the real launch day came with no significant leaks this time.

There never was any question of authority, Anne is the captain at the tiller and the first mate, Sam, manages the raising and lowering of sail and centerboard. Their mom and dad went along using my canoe as a rescue



boat, but the two children are very good sailors. Once they got the feel of the boat, they flew down the lake with the mast bending, the lee rail nearly buried and the two of them laughing delightedly.

Their little boat looks good, is light, stable and maneuverable and scoots along in a light, steady breeze like a dry leaf on the water. When I asked if the boat performed as well as the Dyer Dhow did at camp the answer quickly was "better." It should have been obvious, nothing could be better than their own boat.



The  
Traditional  
Small Craft  
Association,  
Inc.

PO Box 350,  
Mystic, CT  
06355

[www.tsca.net](http://www.tsca.net)

## Come aboard!

The **Traditional Small Craft Association, Inc. (TSCA)** works to preserve traditions, skills and lore of small work or pleasure boats developed in the days before internal combustion engines.

Join a growing crew of small boat enthusiasts who paddle, row, pole, or sail some of the finest watercraft ever created.

Contact your nearest TSCA chapter (nearly 30 are listed on our website). Find out how to connect with like-minded souls, or form your own group, and enjoy the thrill of "simply messing about" in boats.

Enjoy our quarterly, *The Ash Breeze*, and stay abreast of boatyard, backyard, and on-the-water activities.

Membership starts at \$20.  
Sign on, today.



## Wooden Canoe Heritage Association



Join the Wooden Canoe Heritage Association today and receive six issues of *Wooden Canoe*, the full-color journal of the WCHA. Other benefits of membership include local and national events throughout Canada and the United States, on-line research and repair help, and wooden canoe-themed merchandise.

[www.WCHA.org](http://www.WCHA.org)  
603-323-8992

# Maine's First Ship

## Jane Stevens Sails Again!

After months of restorative maintenance by volunteers and students, Vice President/Vessel Committee Chair Jeremy Blaiklock (at the tiller) and volunteer crew Tim Teague and Tony Chodorowski take the shallop *Jane Stevens* for her first sail in the Kennebec River. Idyllic in appearance, this expedition by experienced sailors was all business, collecting first hand information for the shallop operation and safety plan included testing the rig, rudder response and daggerboards. Riding the bitter end of the incoming tide and a stiffening wind out of the south, she made a fine progress across the Long Reach and up the river.

With all new crew, *Jane's* first sail became an expedition to further define her operation and safety plan. With sail plan in hand, our brave sailors set about rigging and sailing *Jane* for the first time. Lashing the spar to the mast and attaching the sails, dead-eyes, tiller and dagger boards, the intrepid crew set sail with tide and wind at their backs. After a good run with the wind, coming about *Jane* displayed a reluctance to tack into the wind. With slack tide yet to come a few more runs were made across the reach. Eventually the crew agreed they would make better time returning to port on the oars. Meanwhile, on the dock I greeted a trio of bass fisherman who stopped by on their annual visit to *Virginia*. When I mentioned *Jane Stevens* they (hailing from Popham) said they "knew them both well."

In a trice a tow was planned and *Jane* came home on the grace of her namesake. In the end a lot of info was safely collected and the only one disappointed was Jeremy, he really, really wanted to just row her home on the ebbing tide.

### *Jane Stevens* Maintenance

With all new backer boards for the seams and a fresh coat of linseed oil, *Jane* was laid "bottoms up," the old caulking materials and seam sealants were removed by volunteers Gil Ross and RB Omo. Jay Coffey instructed volunteers and students in the fine arts of caulking and sealing seams. After a few hours of student hands on training in preparing and applying bottom paint, *Jane* was launched into the Kennebec River. Tight as a drum, the only bailing needed was for the rainwater! Great job all!

After a short term berthing at the pier for sail outfitting, *Jane* will go on the mooring for the rest of the season. Sailing qualified registered volunteers can arrange use (after safety and operation training), by contacting Jeremy.



"Nice boat, did you build her?" At the boat ramps and on the water *Vika*, our 19' Ohio Sharpie, draws attention to herself. Put some oiled wood on a classic design and you get some strokes. While I have to admit to a bit of swagger when she is being admired by onlookers, I cringe a bit, too, seeing the 101 flaws that indicate she really was built by an amateur. That being me. With few tools and not much wood working experience, almost every aspect of building the sharpie was a challenge since every step was a first time effort. I ordered Reuel Parker's plans and his *Sharpie Book* after reading Mike O'Brien's review in *WoodenBoat* magazine. I locked on the comment that sharpies were suitable for a first time builder. We'll see about that.



**Strongback and frames**

The frames were lofted from the table of offsets. My first challenge was to find suitable wood. I quickly discovered that it is not found at the big box stores. A local lumber yard had Douglas fir, but even marine plywood had to be special ordered. Parker says not to fret too much about the wood and use what you can find as it is a "garage sharpie," not a yacht. Maybe a little fretting is good as I realized that I didn't want to be sailing in a boat made out of the select pine I used for the first few frames.

Scratch that idea and back to the internet to search for more suitable wood. As luck would have it, I found a sawmill just a few miles away complete with drying sheds full of white oak, black locust and ash, a boat builder's dream. Having a nearby sawmill with the right wood for the project was great. It was, however, rough cut and it didn't take long for me to realize that going after it with a belt sander was neither fun nor efficient. An investment in a Dewalt planer upped the budget for the project but magically transformed the boards.

The flimsy pine was soon replaced with hefty white oak. My skill at cutting the thick oak with a jig saw with any precision was not impressive. Next I was on craigslist and a very used Delta 14" band saw joined us. Now I felt that I had a real shop. I couldn't help but think how nice those frames would have been if that band saw had showed up earlier.

Parker's plans provide the side and bottom panel layouts and butt blocking the plywood kept it quick and simple. The transom was glued up with two pieces of 1/2" marine ply. I made what I later read in John Brook's book is a classic beginner's mistake by mis-cutting the bevel (remember next time, wet side smaller). After some cursing and fussing, I decided to hang it in place anyway and actually liked the look of the finer stern.

The rudder and centerboard were glued up from 2"x6" Douglas fir and attacked with a power plane. What a wonderful tool that is! I acquired some 30# ingots of lead which in a

## Building an Ohio Sharpie

By Steve Brookman  
Reprinted from *The Mainsheet*  
Newsletter of the Delaware River  
Chapter TSCA



**Rudder, centerboard and other pieces**

previous life held down scenery for plays on Broadway. The thickness was the perfect size to fit into a cutout on the board which saved me from melting it and dealing with the noxious fumes. Both were covered with 1/4" ply, xynole polyester cloth and sealed with epoxy.



**Bottom is on**

The same cloth and epoxy were used on the hull exterior and everything was primed with a two part epoxy sealer. The xynole polyester cloth is great to work with compared to fiberglass, but it does suck up epoxy. The gooping and fairing with thickened epoxy was not the most enjoyable part since

the cloth could have been laid better. It was a lot of work to get it even to an acceptable amateur level.

The slot for the centerboard was cut close to where it needed to be and the turnover was accomplished with a chain hoist and help from my wife Susan.

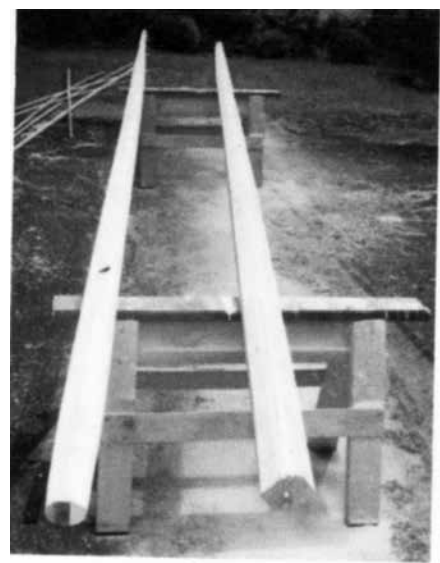
Quarter inch ply made up the deck, covered with XP cloth and with one coat of epoxy it did a good simulation of canvas. The deck set off the sheer and I had to step back and admire her lines, she was looking like, a boat!

Black locust was used for the thwarts, stern sheets, sheer strake and trim. It was a pleasant surprise when I oiled the wood. Cutting the black locust had filled the shop with fine yellow sawdust but when it was rubbed with tung oil it took on a lustrous golden sheen, American Teak!



**Flipped**

Another pleasant surprise was discovering that the sail plan for this design was in the database on the Sail Rite website. Susan volunteered to give sewing a suite of sails a go so the plans and sailcloth were ordered and I began working on what would be the sticks to support them. I ripped and glued 18' and 20' lengths from 2"x8" lumber yard DF, and sandwiched a 1" slice of spruce to get the required 3" thickness. While Susan was sewing I was shaping. The unstayed spars are designed to be round so they can rotate and mine were round, in places anyway.



**Spars**

I followed Pete Culler's advice on making "boat oil," snotters, even tallow. Ah, the smell of turps and pine tar! Now we're talking, or least smelling, boat shop.

I had purchased some stainless steel cleats but they didn't look right and since I was really enjoying working with the locust, that's what I used for the thumb, jam and line

cleats. The plans didn't call for them, but she really needed floorboards. I had just enough black locust left to make them. Interlux white for the topside, Hatteras off white for the deck, a mix for the interior and red porch paint for the bottom and we were about ready to see if she would float.



A look inside

With *Vika* painted on her stern she sat proudly on her newly assembled Trailex trailer as she was readied for her first launch. Although I still was not convinced at this stage that I hadn't built some expensive firewood, I discovered that I didn't have to step too far back to be pretty proud of her, 101 flaws and all. Yes, I did build her.

I'm putting *Vika*, my 19' Ohio Sharpie, <http://traditionalsmallcraft.com/vika.html>, up for adoption. I'm looking for a 501(c)3 club, camp or organization that might find some use for her. I've finally realized that since she just sits in the driveway scowling at me I should donate her to a good cause. She's my first build, solid, very stable, no leaks, easy to maintain (no varnish, just oil) but she is a first build, no fancy joinery. She comes with an aluminum Trailex trailer, sails and sculling oar (which I still haven't mastered).



### Simply Messing About In Boats Shirts & Tote Bags

Featuring Ratty's Beloved Quote  
from *The Wind in the Willows*

See our classified ad for  
additional information

[www.messingabout.com](http://www.messingabout.com)



## Adjusting My *Mini*

By Derek Van Loan

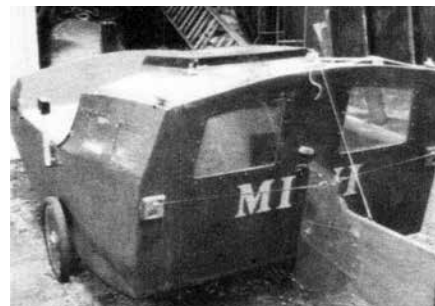


I continue to make adjustments to *Mini*. I am pleased with the oar stowage/steering line tubes through the cabin. Am still playing with the bungee cord tensioner on the tiller. After launching I push the rudder blade down with an oar. There's a wing nut friction adjuster and I may try to improve this, but it works OK. The Lexan version of Herreshoff's "Meadowlark" pivoting rudder plates is a success. My version of Maurice Griffiths' hatch with aluminum rod sliders seems to work well. And the wheel system with tube through the hull at the balance point is the best system I've come up with. It is integral with the easy car topping system, too.

She's down by the head when I sit forward to row with no one in the great cabin though. I would consider shortening the cabin and adding a bit of volume to the hull forward also. There would be more sitting room on deck and a slightly deeper cockpit floor would help here.

I love the brailing spritsail, which I can snatch out of its step for passing under low bridges. This and the flexible daggerboard trunk proved successful in my *Sleeper* design. I must remember to tension the snorter to peak up the sail. The photo was taken on Richardson's Bay, an arm of San Francisco Bay. My 3½ year old, Callie, is in the hatchway. Elijah, almost 6, is below. The great cabin seats two as well as sleeping two below decks.

I had *Mini* out one blustery day, got hit by a puff on the beam. She rose up flat out of the water, thought I'd run aground on a whale! Then she skittered along on top until the puff died away. I'd forgotten that I'd designed her to plane. She's really quite different from *Sleeper*, which I've also converted to the mid tube wheel system.



## Messing About in Boats Subscription Order Form

Name \_\_\_\_\_

Mail Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**messing  
about in  
BOATS**



### Mail Orders

**12 Months — \$32 (Payable by Check)**

To: Messing About in Boats  
29 Burley St, Wenham, MA 01984-1943

**3 Months Trial Subscription — \$8  
Mail Order Only**

### Internet Orders

**12 Months — \$36 (Payable by Credit Card)**

To: [www.duckworksbbbs.com/media/maib](http://www.duckworksbbbs.com/media/maib)

**No Telephone Orders Accepted**

Over the years you've seen all the weird shit my guys have come up with, and there's Washington Dan who knows exactly what he wants and has to make it himself because no one else in their right mind would. I'll add another name to that list of really way out there guys. This is my friend Roy and he makes the rest of us look like real pikers when it comes to building exactly what he wants. Roy is a champion archer, a retired marine patrol cop, a fisherman and a high diver. Back in the old days he was one of those guys we've all heard about who would dive off of a 100' platform into 6' of water.



What you're looking at here is an 11' long airboat hull with a platform up high so he can shoot fish with an arrow. Besides the outboard motor, it has two electric trolling motors on the transom that can be controlled from anywhere on the boat. He has more switches and doodads than you ever saw to control all sorts of things. He's going to bring it by here when it's all finished to show me how it works.



Jim is mostly finished with his *Ninigret* and it's a real beauty, better than he hoped for. He wanted max cockpit space so he shortened the cabin by two feet, it's only there to hide in out of the weather and store gear in anyway. He'll add some kind of a top, either folding bimini or a fixed hard top, he's still thinking on that one. He took his son Chris out for the maiden trial. We can't wait until he's all done so we can "borrow" it when he's not looking.



Looks like Crazy Steve finally found someone who'd give him full attention. I wonder where Steve put the little plastic cup full of clear liquid he always seems to have in his hand.

# From the Tiki Hut

By Dave Lucas



Fland took his honey Brenda for a trip up to British Colombia last month and found this nice fixer upper for me, looks just like my *Helen Marie*. A little paint and she'll be good as new.



Fland is the one who bought Jim's Cortez Melonseed #8 that the rest of you passed up and is having a ball with it. I asked him if he'd turned it over yet to see how easy it is to get back up and he said he had and Brenda will never let him forget. Evidently they were sailing in strong winds out of St Augustine, Florida, when he wasn't paying attention, got hit by a gust, didn't pop the mainsheet loose fast enough and went for a swim. It was probably the girl's fault, it always is. He says that getting back up was a non issue just like I said, just grab the high side, pull down, slide right back in and you're on your way with no water in the boat. I still say that this one ranks right up there with the best melonseeds ever made.



Mike Wick, left, and Richard Honan were at the same place at the same time (Cape Cod) and went for a sail in Mike's Melonseed *Pepita*, which means "*Laylah* kicked my ass" in boater language. All I can say is that I hope I'm better looking than these two when I get to be an old fart.



Richard did say that he was mildly impressed with the cottage that Mike's building on the bay. He's going to invite all of us boatnuts over for a house warming when it's finished.



Here's another proud boat builder going out for his first sail on a boat he built himself, Steve Brookman, aka "pain in the ass boat builder" for all the good questions he asked while making this beauty. He built his boat at the same time that Richard Honan did, both modified Barto 16 melonseeds. One big change Steve made is the huge sail, it's 120sf of raw power as opposed to the 90sf or so shown on the plan. I honestly don't see why anyone would want more brute power and acceleration and speed and flat out in your face "eat my spray" kind of thinking. Just look at this guy, I bet he drives a Corvette and flies a jet airplane. Not me, I like to just take it easy and enjoy the tranquility of my surroundings and not be concerned by the other boats passing me by. Oh sorry, I lost my head, that's what some of the other melonheads have been known to say.



Simon Lew is a popular blogger, film maker, boat builder (he made the prettiest Goat Island Skiff you ever saw) and airplane and helicopter engineer of a sort. But mainly he's a big kid. He was down to Happy Hour with his friend Luke and asked about the Possum, which was parked next to us. The thing is cool looking and after a few beers and Crazy Steve telling them how it was made and what it could do they had to try it out. It's not as easy as your common golf cart. Phil designed the Possum to be indestructible, it has an engine driving a hydraulic pump powering hydraulic motors mounted on each back wheel. A foot pedal controls it all, push forward to go forward, push back to go back and somewhere in the middle it stops. What that means is that you can get it going backwards real fast and push it forward and it'll pop a wheelie, lift the front wheels right off the ground. That's all it took to get these two big kids out of the hut to see who could do it the highest. The best floorshow we've had in a long time.



Have toolbox, will travel. Isn't this the most beautiful thing you ever saw, see which one of you can come up with one of these to show us.



And what does this show off hot rodder do on his first time out in his new boat? He takes it down to the Delaware River and crashes their big festival and boat race and comes away with the grand prize, some people have a lot of nerve. Good job Steve (and he is a jet pilot).



Steve lifted *Helen Marie* up on his lift and took this picture. It really shows the melon-seed heritage and why she slips along through the water so easily.



Here is a picture that Texas Jim Rester sent. Life may be too short to own an ugly boat but I'd jump on this one in a heart beat. Who could pass up a bat boat?

For those skeptics of the three masted schooner paddle board, check it out here. I just love crazy people.  
[http://www.youtube.com/watch?v=XNAN0ch0its&feature=youtube\\_gdata\\_player](http://www.youtube.com/watch?v=XNAN0ch0its&feature=youtube_gdata_player)

## Building Skin-on-Frame Double Paddle Canoes



HILARY RUSSELL

A valuable book for building any skin-on-frame canoe, kayak, or rowboat. Plus the chapter on using willow for ribs connects ancient techniques with modern materials and design.

"inspiring...very clear and concise... elegant simplicity..."

**Iain Oughtred**

"...a logical progression...a good bibliography... and a list of sources".

**Nim Marsh, Editor, Points East**

"...graceful and beautiful craft."

**Matt Murphy, Editor, Wooden Boat Magazine**

"Hilary Russell...has demonstrated...how to build a vessel that combines beauty and practicality to a degree rarely achieved." **George Dyson, Author of Baidarka**

To order Visit

[www.berkshireboatbuildingschool.org](http://www.berkshireboatbuildingschool.org)  
 plus plans, parts, classes and more

## Experience a Grand Utility Skiff from Naden BOATS

- Fine Handcrafted Quality in Aluminum
- Custom Powder Coated Colors
- New and Demos Available



Grand Skiff 16

Info packet with photos and pricing

**Hamilton Boat**

Near the Essex Bay in MA

617-584-8641

[innovationmatters@comcast.net](mailto:innovationmatters@comcast.net)

Beam: 6'-3"  
 1,600 lb. weight capacity

*It's about time*

*Join Us*

**Kayaksailor.com**

Kuvia IIc PO Box 1470 Hood River, OR 97031 Ph 541.716.6262



## Skipjack

By Dave Lucas

This is the story of the building of the skipjack *Messenger* as shown in Chapelle's *American Small Sailing Craft*. My brother Charlie and I built it in 1974 because we wanted a large very shallow draft boat to use in Tampa Bay and along the Florida Gulf coast. The only real choices for a large boat with a draft of less than 2' were a flat bottom sharpie or a shallow V bottom skipjack. Sharpies tend to be long and narrow and will pound you to death in the short sharp chop of our shallow water, whereas the skipjack is wider and a little more forgiving in the chop.

We used the basic drawings and table of offsets from the book to make the hull, but then improvised the rest of the boat. We didn't want a transom hung rudder to break when we backed into things and get in the way of a dinghy so we made the skeg 2' shorter and put in an inboard rudder, a massive rudder since this is the lowest part of the boat and will take a beating when grounded, which happens every time out. This turned out to be a godsend, when we ran onto the sandbars with the centerboard up this rudder would stop the boat. Someone would walk up to the bowsprit, the stern would lift up and we'd back off. The draft was 18".

The plans call for a hull 36' long and 10' wide, ours ended up 37'x10' with a 3' long bowsprit. We didn't have much money so we built the boat light and cheap. 2"x6" frames and 1/2" plywood and a very simple interior and no systems of any kind. The only through hull fitting was one drain for the cockpit. Covered the whole thing with fiberglass mat and polyester resin. A big investment was 2000lbs of steel punches for ballast.



Very simple interior taken up with a huge centerboard trunk. Standing headroom only if you're in the companionway. We didn't have any store bought hardware, we made, found or traded for just about everything. We loved going into knee deep water where no boat this big is supposed to be able to go.

The boat, *Helen Marie*, (yes, I know that our current boat has the same name) was extremely fast off the wind as you'd expect with a light, wide boat with a lot of sail. We didn't use the usual skipjack sail rig with a short mast and super long boom, instead she had a 40' cabin top stepped mast and a 20' boom which gave us almost 400sf in the main and this giant jib which was just about as big.



These shots give you an idea of the length of the mast and the big flat deck and cabin. That dinghy pulled up on the deck is 8' long.





We loved to race other boats off the wind. When it came to beating into the wind it was time to head for the calm water and fire up the outboard. We sailed across the bay to St Pete and were off the end of the starting line for the start of the 1975 SORC series. These were big, fast ocean racers including, that year, the 12 meter boat *Stars and Stripes*. The wind was out of the northeast at about 20 and with the waves kicked up we could easily surf. By the time we got down to the skyway about ten miles away we were way ahead of the whole million dollar fleet. I bet there were some really frustrated racers on those boats. Getting back home really sucked, once we rounded up into the waves we had to drop the jib, reef down the main and head for the shelter of the protected eastern shore.

Go for it, build one for yourself, it's easy. No I lie, no boat building is easy but it's not too hard.

### Hadden Boat Company

Wooden Boat Construction & Repair



**Our Current Project**  
36' Vinnie Cavanaugh Replica

11 Tibbets Ln., Georgetown, ME 04548  
(207) 371-2662



Family Owned  
& Operated  
since 1953

## Glen-L Marine Designs 60 Years Serving Boatbuilders Worldwide

- 300 Exceptional Boat Designs
  - Row/Power/Sail
  - 5-ft. to 55-ft.

Full-sized patterns & detailed phase-by-phase instructions enable anyone to fulfill their dreams

### SPECIAL OFFER

- 288-page Book of Boat Designs
  - Free Dinghy Plans
  - Free Shipping

Send just \$9.95 to address below



*"Not in my wildest dreams could I imagine this when I started the boat"*  
—Bob

*"I will NEVER build another boat unless it's a Glen-L design."*  
—Kevin



*"Your plans for the Amigo are remarkable. Very complete & accurate."*  
—Mark



Glen-L Marine • 9152 Rosecrans Avenue/MA •  
Bellflower, CA 90706 • 888-700-5007  
Online Catalog: [Glen-L.com/MA](http://Glen-L.com/MA)

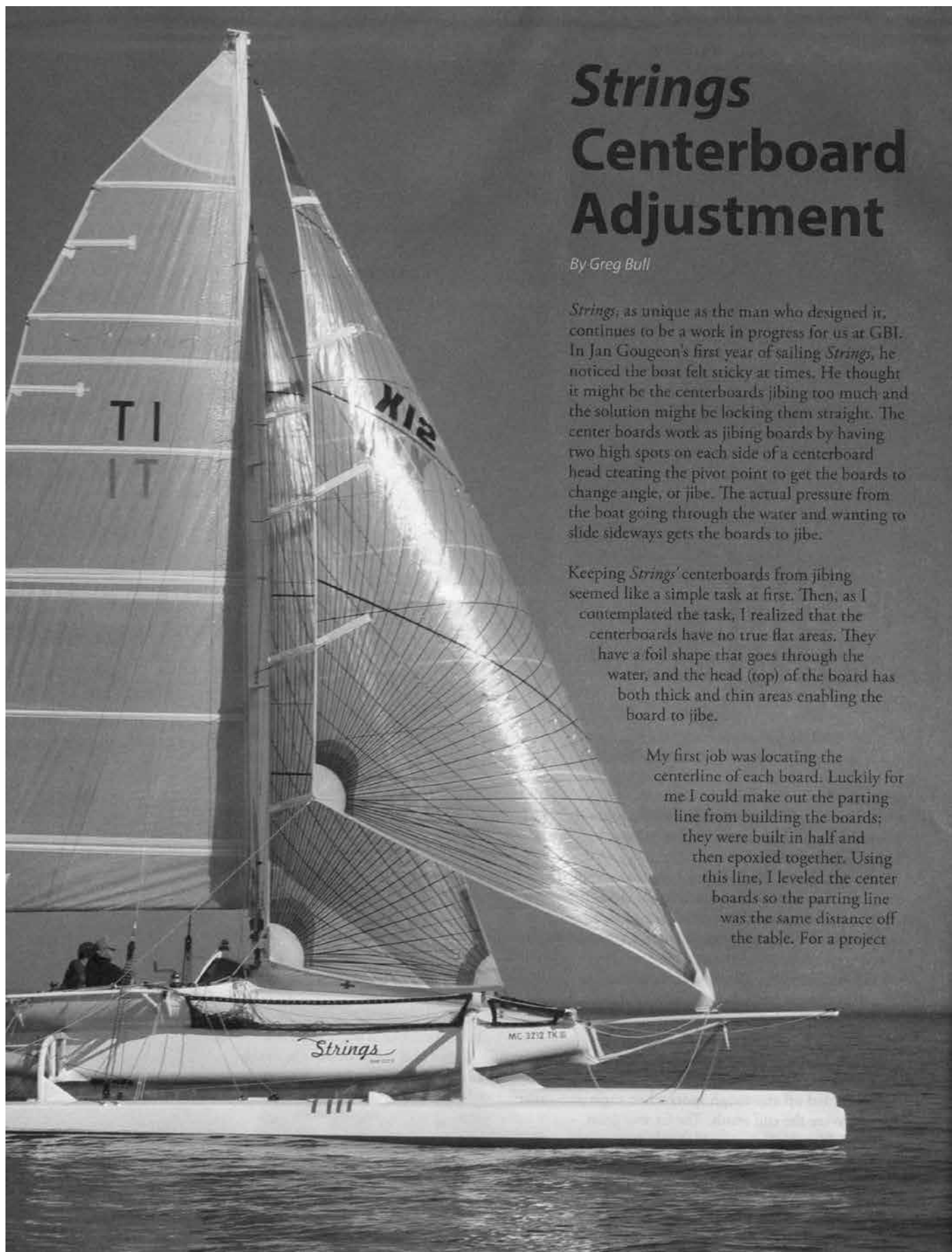
# Strings Centerboard Adjustment

By Greg Bull

*Strings*, as unique as the man who designed it, continues to be a work in progress for us at GBI. In Jan Gougeon's first year of sailing *Strings*, he noticed the boat felt sticky at times. He thought it might be the centerboards jibing too much and the solution might be locking them straight. The center boards work as jibing boards by having two high spots on each side of a centerboard head creating the pivot point to get the boards to change angle, or jibe. The actual pressure from the boat going through the water and wanting to slide sideways gets the boards to jibe.

Keeping *Strings*' centerboards from jibing seemed like a simple task at first. Then, as I contemplated the task, I realized that the centerboards have no true flat areas. They have a foil shape that goes through the water, and the head (top) of the board has both thick and thin areas enabling the board to jibe.

My first job was locating the centerline of each board. Luckily for me I could make out the parting line from building the boards; they were built in half and then epoxied together. Using this line, I leveled the centerboards so the parting line was the same distance off the table. For a project





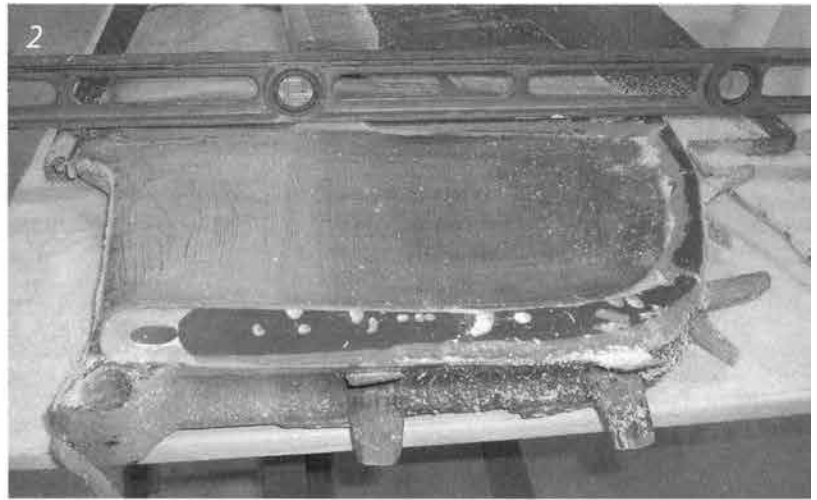
Wedges were used to level the centerboard and were held in place with G/5 Five-Minute Adhesive.

like this, it is important to have a flat table to work from. Another help is to have a table top level in all directions. Once the board centerline was parallel to the table, I used a level to make my modifications.

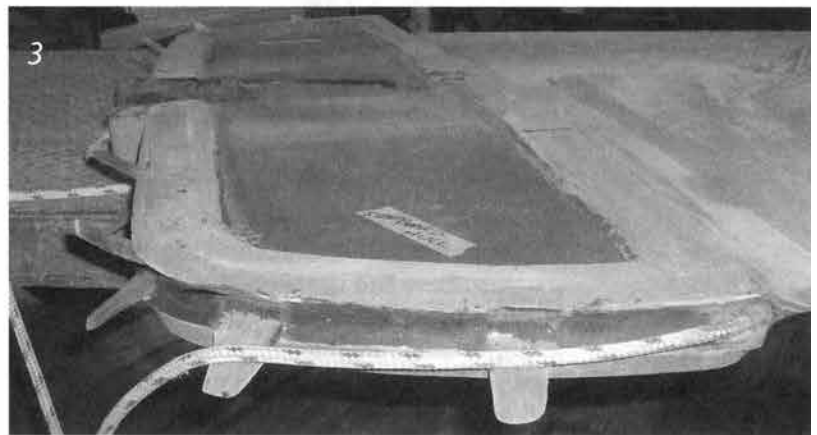
Wedges were used to get and keep the boards parallel to the table. This proved to be the most time-consuming part of the project because I had to work around each board, slowly tapping in the wedges. I used G/5 Five-Minute Adhesive to glue the wedges in place. (photo 1) With the centerline of the board level, I focused on leveling out the areas that used to jibe the board. Once again I used wedges to achieve a level plane. For this, I mixed about three pumps of 105 Epoxy Resin and 206 Slow Hardener with 404 High-Density filler. (The resin and hardener happened to have our quality control dyes in them; yellow for the resin and blue for the hardener made green.) Once the mixture reached a peanut butter consistency, I added it to the board. I used the level to keep a straight plane on the top edge of the board. This process was repeated to level out the area at the bottom of the head. (photo 2)

Once I had at least four areas that were in a level plane to one another, I used a glass plate to provide a flat surface to rub against the center board trunk. This process gave me a level area around the head of the centerboard. I repeated the same steps on the other side of the centerboard. In lieu of a glass plate, a piece of plywood or metal with plastic on it could be used. The plastic allows for easy removal of the plywood or metal from the epoxy. With glass, it is also a good idea to wax the mold surface that to make sure it will come apart.

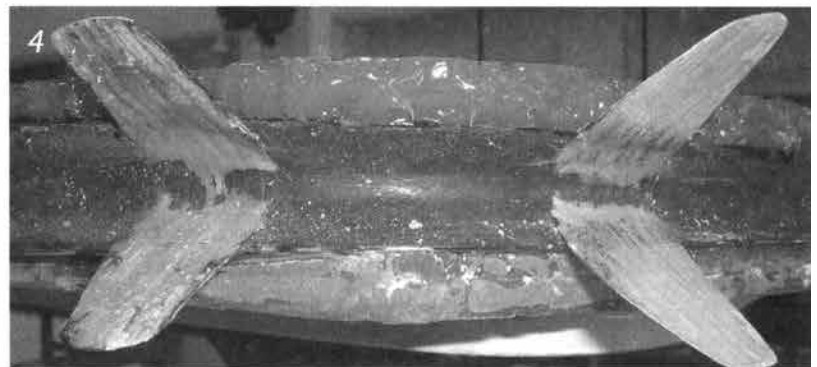
After the epoxy set, I pulled the glass plate off and tapered the edges of thickened epoxy to ensure that there were no edges to catch on anything in the center board trunk. (photo 3) When I finished



Leveling the top edge of the board



The tapered edge of the centerboard.



The trailing edge of the centerboard now complete.

the project, I had doubled the thickness at the trailing edge, which was a surprise to me. (#4)

There was always one thing in the back of my mind: I needed the centerboards to fit back into the centerboard trunk when the project was complete. To ease my mind, I made a jig to slide over the top the centerboards that was the same size as the trunk. Thankfully, they fit fine when they were reinstalled on *Strings*.

In the late 1950s I was living and working in Cologne, Germany. My wife and I had bought a Klepper foldboat that we had used on the Rhine River and, having learned the futility of trying to paddle upstream, we tried paddling at various lakes in the greater Cologne area.

Far to the west, on the border with Belgium, we had discovered the Rursee, an artificial lake used for water control and for power generation for the cities of Aachen and Dueren. The paddling was great since only sailboats and self powered vessels were allowed.

When our daughter was born, we still could go paddling. Hildegard lay between my wife's legs and slept. But in another year we'd need a new solution for being on the water with a small child. That's when we met a sailor on the Rursee with a lovely mahogany centerboard sloop. We were interested in his boat since it had a cabin.

We were invited on board and immediately found that this was the logical solution to our problem. The boat, a German class cruising/racing sloop, had two berths and a miniscule galley. We got more information from the owner, he introduced us to other owners of the same class boat at the Rursee Yacht Club and we quickly decided that we needed a boat like that, too.

I found one, bought it and got it moved from Essen to the tiny town at the lake, Wofelsbach. We also rented rooms in a farmer's house where we could stay on the weekends. Becoming members of the Rursee Yacht Club, we had a dock space for our boat and became "big boat owners." Our boat was called a 20 Jollenkreuzer and was very competitive.

This story is about doing my spring maintenance work on our boat named *Baer* (Bear) because, the previous owner said, at certain boat speeds the centerboard would set up a low pitched growl in the centerboard trunk.

One mid May Sunday morning, in a farmer's field which was our winter boat storage area, I was working on *Baer* doing preparation work for her launching and the start of

## Reducing Hull Friction

By Conbert H. Benneck

a new Yachtklub Rursee sailing season. Since *Baer* was a racing sailboat, I was using a copper bottom paint that had to be wet sanded after it had dried to achieve a glass smooth "racing" bottom. The idea was to have as smooth a bottom as possible to reduce friction.

I was learning what to do and how to maintain *Baer* from a German book on yacht maintenance that I had bought and studied. The book also built up my knowledge of German nautical terminology. It taught me how to paint, or varnish, a boat and how to properly care for natural wood (with lots of coats of varnish). I learned sail care, how to tie nautical knots and what specific applications they have on board a ship.

Wet sanding the bottom of *Baer* was a dirty job, lying on my back and reaching up to the almost flat boat hull above me as I sanded. To keep the wet/dry sandpaper wet, I had a large pail of water next to me into which I would dip the sandpaper. I also had a large sponge floating in the pail that, when squeezed to remove most of the water, I used to initially wet the next area I was going to sand. A swipe with the semi wet sponge gave me a new wet area where I could continue sanding. The inevitable drippings, falling from above, gave my bare face, torso and work pants a lovely brown speckled look.

As I worked and sanded, Katharina came by to see how I was doing and to see how *Baer* was progressing. It was after church and almost time to head to the Gasthaus for the big meal of the day, lunch. All the farmers and their wives of the village wandering around were wearing their very best Sunday clothes and strolled to the apple orchard where we were working to see what the "boat people" were doing.

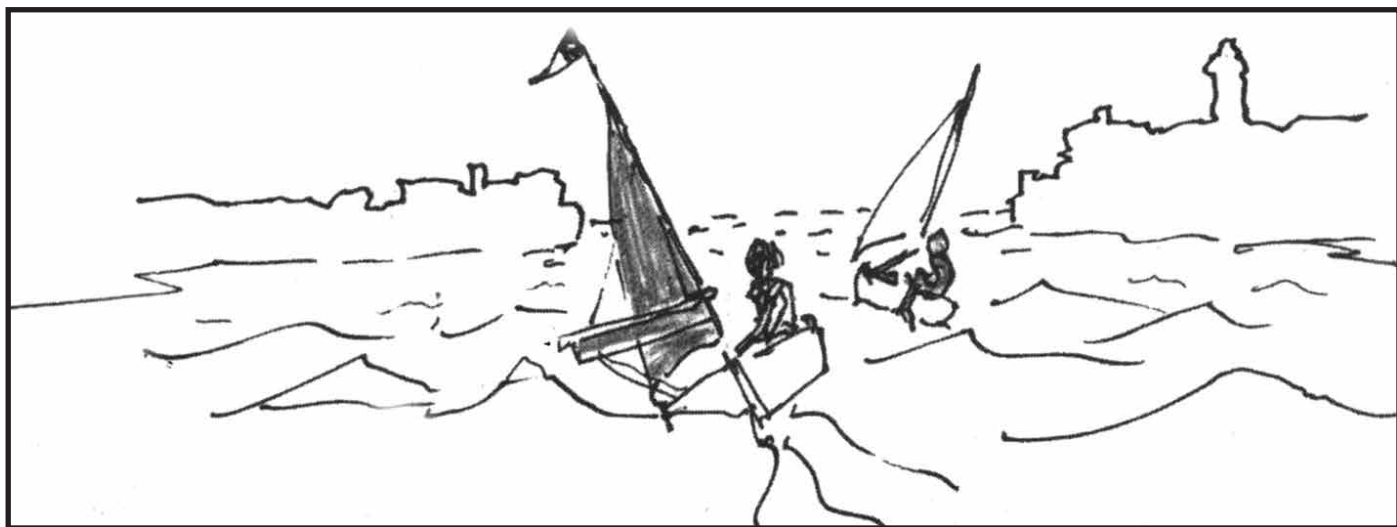
Hildegard, three years old by now, was also dressed in her Sunday finest. She wore a pretty white dress with short sleeves and was wearing white stockings with her white shoes. At our apartment in Cologne Hildegard loved to help Katharina clean, and the kitchen sink with running water and a dripping wet sponge to wipe on a surface was one of her favorite toys. Hildegard would pull a kitchen chair over to the sink, climb up on the chair, grab the wet sponge and then wipe down, her shoes, the sink and everything within her reach.

Now Hildegard saw me cleaning the bottom of our boat. She wanted to help Papa. Before Katharina could stop her, Hildegard had reached into my pail of dark brown water flecked with copper specks, lifted out the large sopping wet sponge that was floating on the surface, held it over her head and started to help Papa "clean" the bottom of the boat. That's what Papa was doing, wasn't he?

Mr Gravity, standing nearby always willing to be of assistance, now helped as well. As the rivulet of the brown sanding soup rolled down her upstretched arm, Mr Gravity helped her. The brown rivulet disappeared into the sleeve of her white dress and then, moments later, reappeared, slowly rolling down her leg until it reached her white shoes before finally landing on the ground.

Seeing this, Katharina had grabbed our 8mm Bolex movie camera and had the camera rolling to film the scene. The German mothers, holding their small children by their hands and seeing this, were shocked and horrified that a mother could just stand there and let such a thing happen without doing anything to stop it. After all, Katharina should have shouted, scolded and pulled Hildegard away from doing that, and the child in her best Sunday dress, too!

But Katharina kept the film rolling. Catching a once in a lifetime movie shot like that was priceless. The dress could go into the washing machine on Monday.



My grandfather gave me my first pair of vise grip pliers. He was a businessman who came home promptly at 5pm, changed his clothes and spent the rest of his day in his extensive shop working on a wide variety of projects. When other relatives gave me new cars for my Lionel train, he gave me hand sewn pouches full of tools which were not always age appropriate. Maybe he thought that if I hurt myself with small hand tools, I might learn to take some care by the time I got to bigger machinery.

At ten or so I was amazed by all the things I could do with my vise grips, and now, 63 years later, I'm still amazed. When I got to be around real mechanics I learned that they could have a bad name, the tool an ignorant or lazy person would go for instead of finding the correct wrench for a job. People spoke proudly that their car or motorcycle "had never been touched by vise grips."

Pride aside, I've owned and used many, many pairs and recently I think I invented a new use. I purchased a 1946 Chris Craft 22' Sportsman Utility that had been sitting outside a house in Old Lyme, Connecticut, for the last 30 years. It had gone partially underwater in Hurricane Sandy. The boat survived no worse than it had been with all that time under tarps, but the house was a different story.

It was a lovely two story set well back from the street and overlooking a marsh, with views of the mouth of the Connecticut River and the two Saybrook lighthouses. The neighbors were fairly close on one side, but there was extra land and total privacy on the other. The house was abandoned and small

## Vise Grips to the Rescue

By Boyd Mefferd

bushes were growing everywhere. Like most boat people, whether we can afford it or not, I am curious about waterfront property and I asked the seller what was going on.

Apparently the house had 2'-3' of water inside during Sandy, and although it seemed fine (I went inside) it had been condemned by the town. They were requiring a lift of 12' and, because the house was built on a slab, lifting was much more involved than for a house on a basement or crawl space. So a perfectly good house was a candidate for demolition. In addition, the septic system had been overwhelmed and the soil did not meet new standards, requiring a \$40,000 above ground system needing frequent pump outs. If you've always wished you lived on the seashore, be careful for what you wish for. This house and lot had been worth \$800,000 to \$1 million in 2007. Now they didn't expect to get \$100,000 for it.

I was a little stunned by this story, but was there to pick up a boat so I set out to get the trailer ready to drag out to the street and load on the tilt bed truck for safe transport back to the yard. One side of the trailer had flat tires, fortunately one would still hold air. The wheels had been removed from the other side, and although the wheel I brought fit, the studs had seen too much weather and

too much salt and there wasn't much on them to pass for threads. Lug nuts were of no use.

I had two vise grips in the truck and I tried to substitute them for nuts. I dragged the trailer a few feet, the wheel wobbled, the vise grips fell off and I thought I was defeated. The neighbor was in his yard watching and, rather than laughing at my ineptitude, he came over to offer help. Did he have any vise grips?

"How many do you need?"

I said that three would be great and he disappeared and came back no more than a minute later with them. Good man. With a vise grip on every stud the wheel stayed on and I was able to tow the boat out with no additional trouble. I wouldn't have wanted to go to California like that, but for 150', vise grips carried the day.

I don't have \$100,000 and I don't need a house in Old Lyme, but once you have the salvage mentality it's hard to get things like that out of your mind. I think that raised houses are ugly. Frank Lloyd Wright would turn over in his grave. If we're going to fill up the shoreline with structures, they should be beautiful structures. The rights of towns to control and restrict rebuilding are hot topics in our area now. Politicians would have us think that they shook the magic wand and everyone with loss or damage was back, better than ever, but cases everywhere show that happy outcomes are the exception, not the rule.

It really shouldn't concern me. I should just do a little bow westward towards De Witt, Nebraska (population 700), the home of the original vise grip factory, or maybe make a little shrine to hold my collection.

## If we could have built our new website from curly maple, we would have.

Since 1858, Shaw & Tenney has quietly made a name for itself as the leading maker of wooden oars and paddles in the country. We've applied that same sense of simple, clean design and incorporated it into our new website. Here you'll find a wide range of products destined to provide years of enjoyment on the water, and equal admiration for their hand-crafted beauty when off.

MAINE CRAFTED SINCE 1858

- PADDLES AND OARS
- MAST AND SPARS
- BOATHOOKS
- FLAGPOLES
- GEAR AND APPAREL
- CUSTOM ENGRAVING
- AWARDS AND INCENTIVES
- SET WHITEHALL

SHAW & TENNEY



SHAWANDTENNEY.COM



"Arethusa"  
N.G. Herreshoff designed Buzzards Bay 25  
Built in 1996



"Edith"  
L.F. Herreshoff designed Rozinante  
Built in 1995



"Olympus"  
Dick Newick designed for the 1980  
singlehanded Transatlantic  
Built in 1979

DAMIAN McLAUGHLIN JR.  
BOAT BUILDER  
Custom Boats and Yachts Since 1970

DAMIAN McLAUGHLIN JR.  
P.O. Box 538  
North Falmouth  
Massachusetts 02556  
508-563-3075  
CORPORATION

Wood Construction and Restoration to 40'  
Visit our new website: [www.dmcboats.com](http://www.dmcboats.com)

I've experienced a virulent outbreak of a once conquered disease. It's a particularly logic resistant strain of that old killer, Ain't broked on't fix it Disease. While the pathogens can be separated in the lab, the symptoms of this new outbreak are so similar to the Poly Navicular Morbus virus as to be indistinguishable to the family members, especially wives, of chronic sufferers. My own current episode manifested itself with few warning signs and extremely rapid onset. I suspect this insidious malady will continue to flare up with little hope of cure, or even remission. Perhaps, if I share my personal story, others can be saved. Perhaps.

A year ago I had this "brilliant notion" that it was possible to have it all, you know, to go to the lake and actually take the right boat. And, as most of us already know, the only way to do that is to take more than one boat. Say it's a nice calm day, rain expected. What better than a small motor boat with some sort of a canopy to go exploring? Then later the sun comes out and the wind picks up. A small sailboat would certainly come in handy. Maybe one that I can row, even one with its own motor. And the scenario went

## Ain't broked on't fix it Disease Strikes

By Dan Rogers



on, spiraling down actually, to rather prodigious levels quite rapidly.

Yep, a year ago I stretched an already extended boat trailer out long enough to carry a 14' motorboat and a 12' sort of sailboat. The launching ritual was far from concise. There was too much spring in the lengthy span from hitch to tail lights. Maneuvering that homebrew setup was a challenge. And when my friend Jim, a retired trucker said, "You should get rid of that thing," I took it seriously. For a while at least.

In fact, I had hauled the whole (remaining) shebang home to finish making a single boat trailer out of it. I'd already cut about 5' off the wooden carriage and completely corrupted the wiring and stuff like that. Plan was to simply shorten the tongue, reposition hull supports, rewire, remount the spare. Move the axle. Change the coupler. Simple.

And then, quite without warning, the old symptoms reappeared, like from nowhere. Anyhow, about three days later here's the new, completely different Tandem Trailer. Did I tell you that I can actually put one of about four different little boats up forward? Kayaks, pram, plastic dink or the clincker hull pictured. Pretty cool, huh?




## A Wee Bit of Nautical Decorum

By Dan Rogers

...amid the jet skis and pontoons...complete, with a one-bell landing.





MAAS ROWING SHELLS  
AB INFLATABLES  
TRINKA 8, 10 & 12 DINGHIES  
HONDA OUTBOARDS  
THULE RACKS  
ROWING INSTRUCTION  
55 Spicer Ave., Noank, CT 06340  
(860) 536-6930

**BUFFLEHEAD**

15.5'x33" plans  
for experienced builders

**HUGH HORTON  
SMALL BOATS**

SOLID COMFORT BOATS  
8471 SW CR 347  
Cedar Key, FL 32625  
huhorton@gmail.com



21st century cruising sailing canoe for savvy sailors  
Photo by Bill Ling



**THE TRAIN BRIDGES ARE RAISED!**  
Most stable floating docks around  
\$50 in fuel to new customers who  
sign up for the 2013 Season  
info: 860-535-0077-[www.dons-dock.com](http://www.dons-dock.com)  
228 North Water Street

Dockage, Bait, Tackle, Ice, Repairs, Moorings, Launch Ramp, Boat Storage

This past winter was too long, too cold and too miserable for me to endure without some semblance of sailing activity. One of the quiet pastimes was learning how to sew with an awl, needle and palm thimble that even a simple minded PhD like me could handle with a little assistance. Ordering the needle, twine, wax and hand protector from Sailrite was simple and inexpensive, as was some blue canvas from a local fabric shop. Just what to make was more problematic.



One aspect of sailing that has bothered me since I purchased *Genny Sea*, my beloved West Wight Potter 15, was the rail caught me right in the middle of my back causing modest aches and pains that usually started in mid sail and really took off the following morning. I am old; I am out of shape. My morning is the usual opening of an encrusted eye, a mental check to see if I was still alive, attempting to move some part of my body, a moan and groan as my body communicates its discomfort, and a series of creeks and cracks in each and every joint in my body, a slow stab at sitting up, opening the other encrusted eye and finally shaking off the dizziness of sleep. Aches and Pains, my morning companions, greet me while I pour coffee and stumble to the porch for the local paper. My pals, Aches and Pains, love the day after sailing because it means they blossom to their full potential.

## Winter Sewing

By Stephen D. (Doc) Regan

They get their energy from the darn railing that catches my back; therefore, a cure was in order.

The Sister of the Presentation of the Blessed Virgin Mary (PBVM, Dubuque Battalion) never allowed me to use any utensil that had an edge or point partially because I was a klutz and partially because I had a propensity to do compulsive things such as cutting off a girl's ponytail during art class in seventh grade. So, ill trained as I was, I attempted to cut a nice rectangle of canvas using a square, marking chalk and close measurement of the length of the rail. The edges were hemmed carefully on all sides with the awl, needle, and twine. The procedure is beyond my ability to describe so I suggest one merely go to the internet and look for instructions from Sailrite,



For some odd reason I had a bunch of grommets left over from a forgotten project. Again measuring carefully, I cut small holes for the grommets all along the long edges of the canvas. Then I inserted the grommets, placed them on the metal foundation and hammered them closed. After I was all done my brother casually noted that I could have put the grommets in a straight line instead of the wavy line that I ended up with. He is constantly finding fault with me. He went

to Catholic school, too, and that attitude is ingrained, something to do with Original Sin and Concupiscence, I believe.

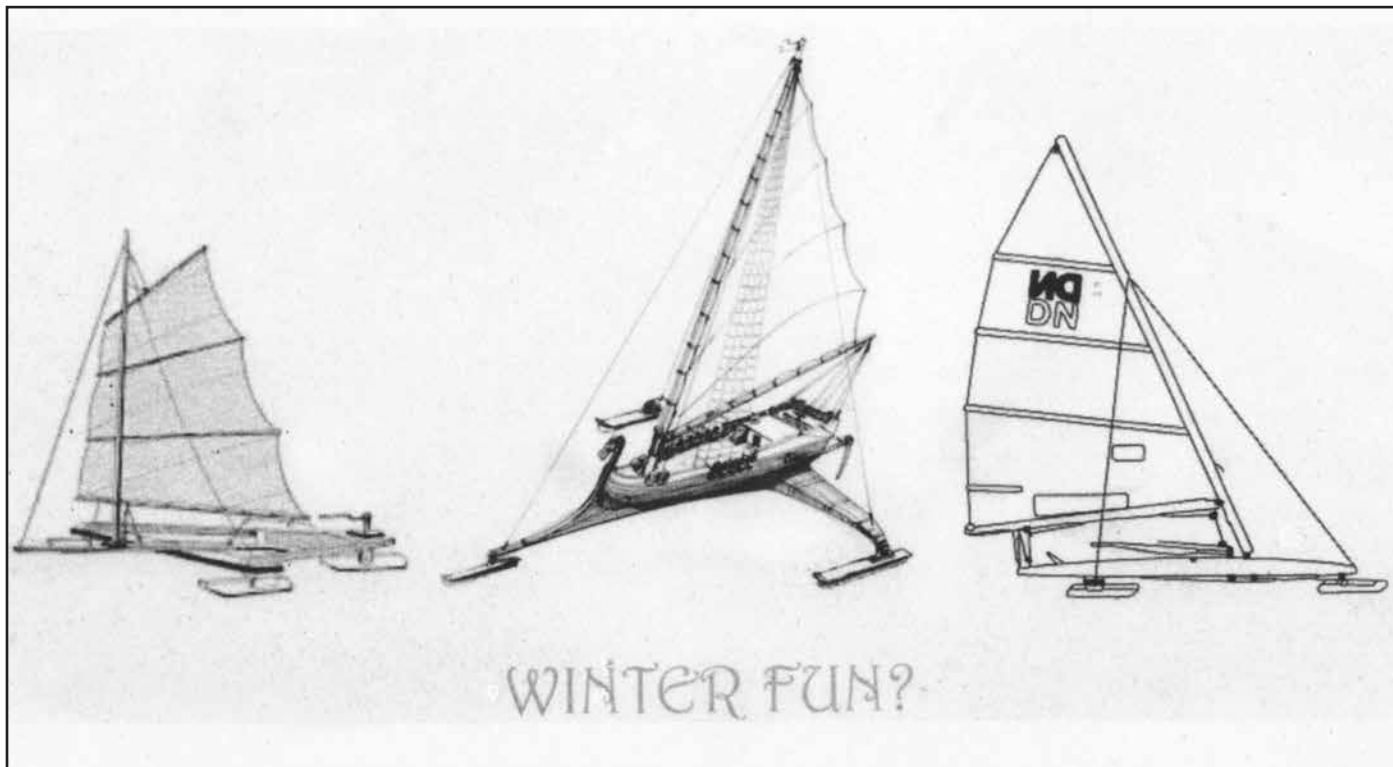


It has been my lot in life to be an approximator, a newly invented word with the denotation of one who comes close but not particularly accurately. In Chemistry I would add "approximately" 10ml of a compound and ultimately botch the experiment. I never could color inside the lines or saw a straight line, therefore my grommets are approximately parallel.

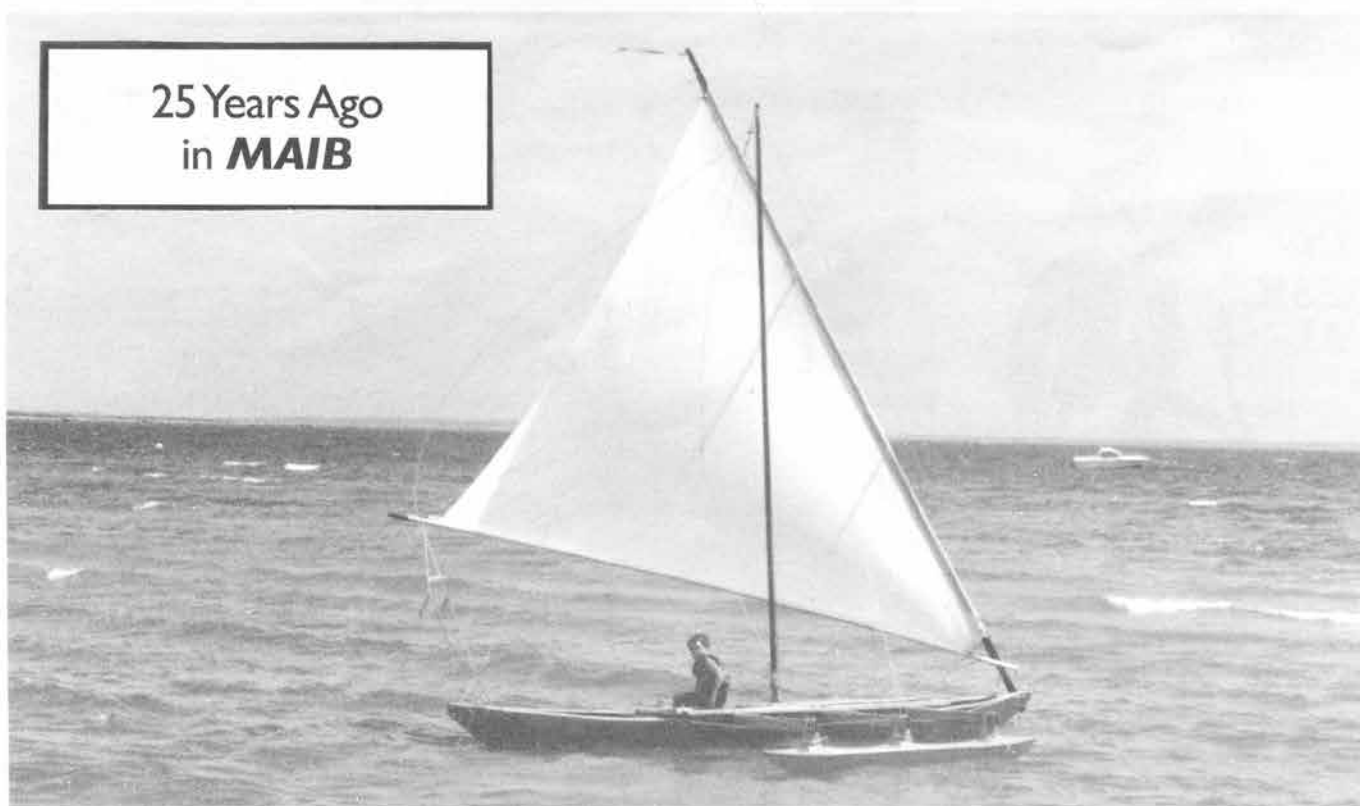
Cutting a foam tube to length, I covered the two side rails and the pulpit. Using cord, I laced the canvas over the tubes and I now have a modest cushion for my back plus a pad for resting the mast when travelling to the lake.



It isn't anything special but the effort kept me off the streets, out of the bars, out of trouble and I didn't break anything, plus the endeavors kept my mind off the insufferable winter months. Gee, I even selected canvas that matched my hull. That in itself is something of a miracle since I have no sense of color coordination.



25 Years Ago  
in **MAIB**



## Budget Car Top Proa

Here are some photos of my proa experiment at its present stage of development. I wanted a large, fast sailboat I could cartop between our two kayaks on the Toyota Tercel. I thought the proa might fit the bill so I put the drawings from "Boats" and others from Haddon & Horells "Canoes of Oceania" (available from Chicagoland Canoe Base) on the board and then drew out full size hulls on plywood. I had a 4'x8' sheet of 1/4",

another of 1/8" and an 8'x20" piece of 1/8". I spent about \$8 for three 2"x4"x8' studs for crossarms, used some Sitka spruce I had intended for some kayaks for gunwales, and bought a windsurfer mast for \$1 in a department store.

A few days work produced the two hulls. The ama seems about right, its a compound curved structure with a dacron top. My original idea was to fill it with water for ballast, but there seems to be no need for it as yet. I'm not yet so sure about the main hull, with its flat lee side, and the 2"x4" connectors need to be trimmed down a lot yet. The mast was too bendy with the original sail, a little kevlar will fix that.

Initially the boat would either take off like a shot or stall out. It was sensitive to tack placement, luff tension and mast rake. It needed refinement. But the kids liked it, sailing or paddling. They want a net between the hulls though.

We went from the Strawberry Banke Boatbuilders' Day to Maine, where I had the chance to mess with it some more. Wind was light, I figured out a one mile course, reach there and back, and the proa did a relaxed seven minute mile.

Tacking turns out to be easy, when nothing gets tangled. My next spar will have the tack lines out of the bottom. The tacking procedure is to uncleat the tack line when going fast, the front end of the sail then falls into the water.

The boat slides on past it and the tack is now snugged up as it reaches the new bow. Then it's pull in the sheet and off in the new direction.

The proa has no centerboards or rudders so there is no problem with sailing right up to shore, dropping the tack just as the proa starts to ground out. To get off, the tack is pulled up on the off-shore end and the boat then sails off the beach. A non-feathered double bladed paddle serves as rudder, easily moved from end to end, with the inboard blade providing a good grip for rudder control.

The mechanics of the rig are simple, requiring two continuous lines, one for the tack and one for the sheet; and a topping lift to maintain control when things get tangled when the sail is backwinded or caught too far downwind when tacking. The tack line is fastened both ends to the butt of the spar, running from it through a block on the end of the boat, across the platform to a cleat, to a block on the other end of the boat, thence back loose along the outside of the hull to the butt. The sheet does the same, from clew to block, across platform to block, around butt of spar and loose up to the clew again.

The boat is now in Buzzards Bay (mid-August), the wind is better. But now it needs a deck as the waves are bigger here.

Report & Photos from Don Betts, Brooklyn, NY



Ready to go sailing!

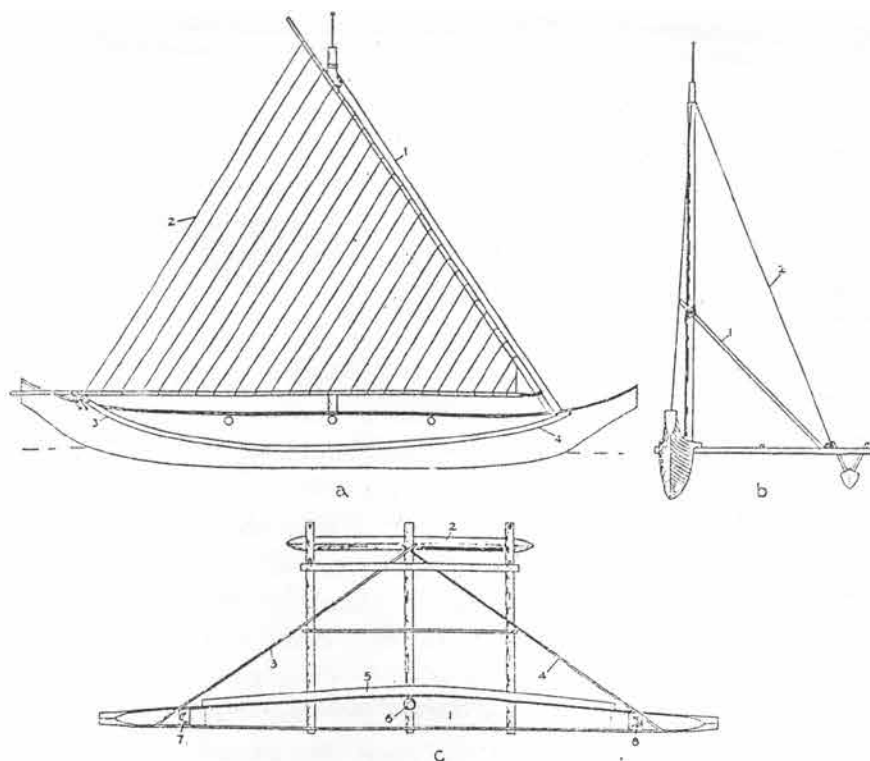
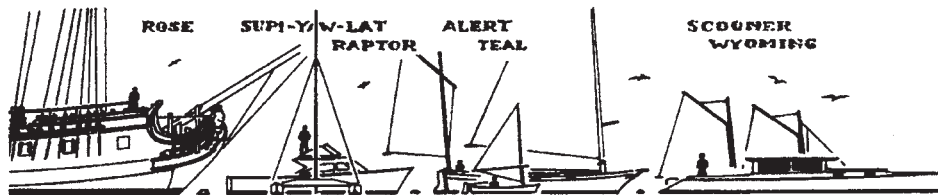


FIGURE 300.—"Flying proa" of the Marianas Islands. a, view from leeward with sail set: 1, one of two stays supporting mast, the other hidden behind sail; 2, matting sail; 3, 4, running stays. b, head view, outrigger to windward: 1, mast shore; 2, shroud. c, plan: 1, proa; 2, "boat" at end of outrigger frame; 3, 4, braces from the ends to steady frame; 5, thin plank placed to windward to prevent shipping of water, to serve as seat for native who bales, and sometimes as rest for goods transported; 6, part of middle outrigger boom on which mast is fixed; 7, 8, horseshoe sockets, in one of which yard is lodged according to tack (after Anson, 1743).



Report & Photos from Don Betts





**PHIL BOLGER & FRIENDS, INC**  
**BOAT DESIGNERS**  
**PO BOX 1209**  
**GLOUCESTER, MA 01930**  
**FAX 978-282-1349**

Ohh, goody!! More of this... Actually, this is, to some... few... a handful... at least to me, a story that keeps evolving into ever more peculiar directions. It has a certain 'Aesthetic of the Absurd' to itself that has yet to bore this 'activist'/observer. If it were ultimately not so sad and destructive to fishing communities, one would just laugh at the spectacle.

Actually, as this episode here will reflect, this is going in our direction, after over 11.5 years have passed since we first raised the basic arguments before the New England Fisheries Management Council (NEFMC) March, 2003 here in Gloucester. Better make that 50% in the right direction. Because, as you'll learn, the fierce obstructionism across all those many years against addressing 'The Obvious' (as decreed by the House of Bolger that is!) has not quite yet been overcome conclusively. Here are folks volunteering to spend extraordinary energies in so stated pursuits of making the 'resource' sustainable, i.e. retain the reproductive balance of seafood by quite complex measures to control against wrong and over-harvesting and yet, now we find that in this 'Omnibus Amendment' commented upon below quite openly states that some of their hard-edge legal dictates were not all that useful, to put it mildly!

Here from a letter to someone in that bureaucracy:

1. NEFMC has claimed year-after-year to us that it has nothing to do with 'boats' and 'that is so by Charter from Congress'.

2. And yet since 1994 that very same NEFMC has presided over hard and inflexible (pseudo)-definitions of what are 'allowable' fishing-boats by legally enforcing odd notions of Size vs. Length, Size vs. Tonnage, and Power vs. Horsepower, with only the latter the sole reasonably plausible measure of the lot, not bulletproof but 'good enough'. With NEFMC insisting on both items 1. vs. 2. concurrently, NEFMC has a (home-made) problem of stark policy incoherence on its hands, scientifically, politically, and possibly even legally.

Then they add item 3, the 'Vessel-Baseline Omnibus Amendment' in which they declare in full public and legal view that a good chunk of item 2. i.e. the much vaunted Tonnage was actually quite useless, implausible to administer, and expensive for all to boot. After the expenses of thousands of affected transactions, related business-decisions and the remarkable hard built-in prohibitions against any substantial innovation in resonance with ecological considerations, or at least to keep up with fuel cost increases... this 'Omnibus Amendment' states essentially 'never mind and cheerio...' An apparently quite light-hearted dismissal of the substantial billable expenditures to every permit holder, not to mention so many other less well documentable losses, and worst of all the extensive impact upon the resource

## Phil Bolger & Friends On Design Messing About in Fishing Boats Chapter 17

By Susanne Altenburger

through NEFMC's dictate of a 'high-carbon' fishing-fleet.

Now they have a real mess on their hands on just about all levels, all to likely grow in concern. This is not a good position for NEFMC to find itself in."

Well, after this much dramatics before the actual piece, you are either raring to dive into the wisdom of the Comment, or you'd rather skip the rest and see about that nice pulling boat in the ads section... Give Sections 1. and 2. a chance!

Comment on Omnibus Amendment to  
 Simplify Vessel Baselines  
 (DRAFT published July '14 2014)  
 By Susanne Altenburger of Phil Bolger &  
 Friends Inc. (PB&F) (09/22/14)

1. Who are we? Since 1952 we have been in the business of designing boats with the Archive featuring plans for craft ranging in size of between 40lbs and 1,050,000lbs, 5'6" to 270', for human-power, sail, inboard and outboard power, steam, gasoline, diesel, in a range of materials from conventional wooden construction over various types of wood-composite, solid and cored fiberglass, ferro-cement, steel and aluminum. Clients include children, commercial operators, yachtsmen, research institutions, governmental agencies.

With the first national exposure actually in a glossy national periodical in March of 1948, a growing number of publications has now come to include well over 600 such articles on our work in about every format, mostly for North-American readership, with certain efforts by and in overseas periodicals as well. That significant output led to McGraw-Hill proposing the first of what would be a series of six books on our work starting in 1972. More manuscripts are in the process of editing. For more, examine for instance WIKIPEDIA: [http://en.wikipedia.org/wiki/Phil\\_Bolger](http://en.wikipedia.org/wiki/Phil_Bolger)

This body of work led in 2002 the US Navy (USN) to reach out to us, with Phil Bolger then at 74 years of age (!), to consider resumption of an earlier modest series of USN-sponsored consultancies then reaching back several decades. This time however, a much denser sequence of work would come to emerge.

Some of our thinking was substantial enough to recently see very public support by an active duty USN Capt. and Prof. at

the Naval War College in Newport RI along with a retired CDR, now a mid-level civilian technologist at USN's Naval Sea Systems Command (NAVSEA). In co-authorship with me, Susanne Altenburger of PB&F as the Lead Author, this article on PB&F's proposal for an advanced medium-speed heavy-lift assault landing craft, named LCU-F, appeared in the top level monthly on matters US Navy, US Marine Corps (USMC) and US Coast Guard (USCG), *The Proceedings of the US Naval Institute*. Here is the link to our piece in the July, '13 issue: <http://www.usni.org/magazines/proceedings/2013-07/landing-craft-21st-century> Also GOOGLE 'LCU-F'.

This presentation to the USN/USMC community then resulted in the direct personal attention by the Commandant of USMC, General Amos, explicitly referring to our work as one of four projects to focus further attention on: <http://www.usni.org/magazines/proceedings/2014-06/bridging-our-surface-connector-gap>. Our thinking has thus reached the direct personal and fully-publicized attention of one of the highest level of decision-makers in the Pentagon, the boss of the Marines, the Commandant.

2. Why would we want to comment on this Vessel Baselines Amendment? As our civilian published record reflects - only a good fraction of our actual output - we've had opportunity to design a range of inshore and offshore fishing craft, along with several marine-scientific research craft.

Since the summer of 2002, PB&F has been concerned with the emerging deterioration in the economics of our local fishing fleet here in Gloucester, MA and its impact upon the port's economy and thus our jobs-and tax base.

Examining the local, then regional inshore and offshore fleet we became increasingly alarmed at the growing disconnect between the inherent task of any level of 'Ecosystem-Based Fisheries Management' (EBFM) and the actual technical state of the fleet.

We learned that distinct regulatory assumption had caused the increasing 'carbon-intensity' of each operation while (remarkably!) explicitly prohibiting most forms of innovation towards lesser carbon-intensity. These regulatory assumptions were Length, Tonnage, Horsepower. As formulated since the mid-'90s and then legally enforced, these assumptions had come to drive the relative increase in carbon-intensity of the commercial fishing fleet in ways and to levels unlike during any other period of fishing certainly in New England. In an age when increasing fuel costs made most other industries seek technical solutions to compensate for cost increases of energy, the NOAA/NMFS (National Marine Fisheries Service)/NEFMC (New England Fisheries Management Council)/its SSC(Science and Statisti-

cal Committee) community of regulators and enforcers insisted upon legal dictates that either froze the then current carbon intensity or indicated even higher levels of it.

Since we saw little chance under that multi-layered body of de facto and de jure high-carbon dictates to have any technical and regulatory improvements develop, we pursued on a consistently pro-bono basis very serious and in-depth efforts away from that destructive range of policies. We engaged the challenge of examining the option towards a much Lower-Carbon (LC) fishing fleet than dictated by law. Via in-house discussions, concept studies, conversations with fishermen in our office and on their fishing craft in regards to needs, workflow ergonomics aboard, we explored the differences between High-Carbon (HC)-types and LC-types via sketches, studies, numbers, with a good amount of that work eventually being published in print. At this point in time, late Summer of 2014, there is enough in-house work and public track record for a full-fledge book on our efforts.

Here the 11+years 3000+ pro-bono hours effort in short form: 2002-12: 3-digit number discussions with shipborne and shoreside stakeholders on Gloucester's working waterfront.

Spring, 2003: Going public for the first time testifying before the New England Fisheries Management Council.

Nationwide coverage in the Sept. 2004 issue of *National Fisherman*.

Dec. 2004: Workshop with fishers, academics, Environmental Non-Governmental Organizations (ENGOS) and NMFS staff at the Gloucester Maritime Heritage Center.

Invite by ECOTRUST of Canada to a Nov. 2006 6-day field trip to Vancouver B.C. and Vancouver Island.

2007: Petition-gathering of some 60 signatures from Gloucester fishers and shore-side industry-stakeholders.

Dec. 2007: Feature in *Fisherman Life* monthly.

March 2008: Endorsement by New England's Conservation Law Foundation (CLF).

June 2008: Endorsement by Ocean Alliance.

Aug. 2008: *Commercial Fisheries News* feature.

Oct. 2008: Endorsement by Gloucester's Mayor Carolyn Kirk.

Feb. 2010: Endorsement by Cape Ann Chamber Of Commerce.

Nov. 2010: PB&F was the sole small business from the Northeast asked to give a presentation at the first International Conference 'Energy Use in Commercial Fishing' in Seattle 11/14-17/10 convened by NOAA, UN-FAO, World Bank with 18 nations attending.

March 2011: start of construction of an experimental 39'x7'5" boat type for the US Navy in collaboration with the City of Gloucester and the Commonwealth of Massachusetts' Division of Marine Fisheries. This effort has demonstrated design and construction principles with direct relevance to R&D towards low-carbon fishing craft.

May 2012: Endorsement by the Gloucester Fisheries Commission.

However, now by 2014 still no level of discussion within NOAA/NMFS/NEFMC/SSC was allowed to establish via at least a basic presentation of our seasoned perspective a shared level of knowledge, and thus capacity to reassess the relative utility of the

notions that Length/Tonnage/Horsepower could ever coherently serve the fleet, scientific ambitions or related regulatory principles under the national industry-governing legislation known as Magnusson-Steven Act (MS). Neither SSC under e.g. Environmental Defense Fund's (EDF's) Jake Kritzer nor NEFMC under Messrs. Hill/Pappalardo/Stockwell III, nor the Council bureaucracy under executives Paul Howard nor Tom Nies, nor in-house NMFS staff, nor Regional Administrators Kurkul or Bullard, or for that matter Jane Lubchenco, Eileen Sobek or Sam Rauch. None of them have found any of this thinking of enough interest to engage on it.

And yet, at least on the federal level via Administrator Rauch, sweeping claims of EBFM-policies as already successfully initiated are quoted before the Industry, such as the Maine Fishermen Forum in Rockland ME last January '14. It sounded as if fundamental principles of EBFM were well-established across all administrative districts. But at least here in New England the regulatory high-carbon dictates massively impacting the daily operations and thus overall economic sustainability remained more or less in place and thus continued to inherently affect negatively the relative sustainability of the resource as well.

Ironically, the work for USN and USMC has been much more demanding than the more or less obvious path towards a low-carbon fleet in keeping with basic unarguable principles of resource sustainability.

And more ironically so, LCU-F for instance is by explicit design massively less 'carbon-intensive' per (...) combat cargo hauled, tactical speed attained, and distance travelled than any earlier and just about all known competing concepts. As mentioned above, the boss of the Marine Corps General Amos publicly supports further work on it.

In stark contrast to this naval forum of deliberations, apparently deeply held convictions within the NOAA/NMFS/NEFMC/SSC universe have so far kept scientists, council-members, and regulators from deviating from this inherently high-carbon course of dictates applied to an industry that by its very nature must unavoidably be as low-carbon as technically, operationally and fiscally conceivable to both match economic and ecological challenges, and to lead in the fundamentally unavoidable path towards climate change-reflecting operational parameters.

One of the more tragic episodes was (then) Council President Pappalardo's dismissal of the idea of an 'Energy-Summit' for the Fleet in the immediate aftermath of the 2008 oil-price spike of up to \$147.50/barrel. And yet today his Cape Cod fishermen organization continues to accept funding from EDF and like-minded 'green' supporters... as that particular fleet continues to work its more or less unreconstructed high-carbon fleet and business-model. So, instead of using this calamity to move regs and fleet towards at least 'less-carbon' models, we lost another five years to fleet structural high-carbon stagnation while neither the fleet's economics nor the resource, as now so well-documented, had a chance to benefit from a comprehensive EBFM-approach that includes the fleet in its structure, operations, long-term sustainability.

In this larger context, certainly much less relevant but noteworthy as a sign of the prevailing mindset, even though formally submitted to the administrative record of the Council, Council President Pappalardo also

found it appropriate to return to us our carefully selected, reproduced and bound body of work on this issue across then seven years, with the attached note that we might have use for the 3-ring binder... Clearly, in his perspective as New England Fisheries Council President, our efforts were of no concern; at least he paid for the postage.

3. The Vessel Baseline Amendment and our long-standing perspective on the inherently problematic utility of Tonnage, Horsepower, and Length: Much of this has been discussed in our 2012 Whitepaper for NOAA's Capt. Mark Abloni entitled "The Persistent Legacy of High-Carbon Assumptions in the Governance..." already shared with Mr. Nies and Mr. Bullard amongst quite a few others.

And somewhat comfortingly so, there has in recent years apparently emerged some inkling on the Council level that these three elements may not have quite as much technical, scientific nor regulatory, never mind political, justifiability than for whatever reasons initially assumed when they were embraced around and since 1994.

Tonnage: To be blunt, 'gross' and 'net tonnage' were never either unarguably-quantifiable and therefore legally solid parameters nor would superimposing these 'big-ship' concepts have any use in the commercial fishing industry. Painfully obvious essentially since Day-1 some 20 years ago when inexplicably so Tonnage was deemed remotely meaningful in this industry by a previous Council, at long last this Omnibus Amendment and the Councils choice for Alternative 4 as outlined under Sections 3.4, and 5.1.7, confirmed not only what 'everybody' already knew but offers hope to eliminate equally unconstructive assumptions. Good riddance !

Horsepower is indeed much less ambiguous than Tonnage ever was. But even engine power is subject to a certain range of informal options available to the owner/operator of a given fishing vessel to quietly enhance it within certain expectations of reliability. Perfectly trackable by the interesting phenomenon that over, say, 20 years of engine development, often the same physical engine (long)block is advertised to actually at times produce up to twice the power. With less conspicuous measures than prominent 'black boxes', since many older engines are rebuildable multiple times, taking cues from modern engines allows 'quiet' enhancement of output without immediately obvious indications on the engine.

Therefore a certain 'informal' variability of actual versus 'original' output is part of the spectrum of options for a good number of engines in the fleet. Of course, making more power typically requires a commensurate amount of additional fuel which adds to operating-costs, and relative fuel-burn tell-tales per satellite-based Vessel Monitoring System (VMS) data sets. One plausible conclusion on 'Horsepower' thus is that it is not necessarily reflecting a 'hard' set of data but is much less flexible than 'Tonnage' where a given vessel might see its numbers possibly double or half through its life-time without any serious physical alterations and no immediate obvious impact of actual catch-capability and thus resource-mortality.

Which leaves 'Length' - and therein lies a much more challenging range of issues. To see this 'Omnibus Amendment' not address

the deeply dubious claim that Length could serve as a plausible indicator of vessel-size reflects remaining entrenched unquestioning acceptance of the most astonishing fundamental inconsistency of Length, limitation within any EBFM ambitions of any scale, local, regional, national, global. To put it bluntly, Length is not Size, no matter how many times this Amendment-Draft document reflexively treats length as any reliable indication of the vessel's actual size and thus (presumed) impact upon the resource.

Whether pacing the length of the craft on a pier or stringing the tape measure from stem to stern, length does not capture Size either. Where Tonnage failed with its amorphous definitions, Length seems less ambiguous, but ultimately fails to control the fishing effort also. A 60'x2' 8-oared shell is thoroughly incomparable to a 60'x20' stern dragger. And yet a 60' permit Length is deemed to be meaningful in any ambitions to control fishing effort.

The fact that throughout the recent history of fishing there have been 60'x13' fishing craft as there are 60'x25', likely more than doubling the craft's structural weight and thus gear and catch carrying capacity, clearly demonstrates the futility to ever have deemed Length any plausible regulatory factor, never mind the path towards EBFM.

So far at least, length limitations have typically led to wider, deeper, heavier, harder-to-drive hulls, often with decreasing seaworthiness and reduced ergonomics, while supporting a multiplication of fishing effort at the expense of greater power requirements and inherently much larger fuel cost. In the times when the resource was deemed inexhaustible and fuel cheap, some might have claimed such obese craft to be most efficient per crew to be paid. However, neither resource availability, nor fuel cost levels would support this thinking as 'ecologically sustainable' today.

Weight remains the sole directly and 'honestly' measurable indicator of any vessel's size, whether SSC/NEFMC/NMFS/NOAA formulae reflect this or not. As discussed in some useful numbers below, however you shape it, an officially-established Weight per Permit is directly measurable with say 50% fuel load, no gear, no crew, no ice, as the craft would hang in an officially certified and routinely re-confirmed travel lift, most of which have built-in reliable indicators of the weight in their lifting slings. In recent 3-4 decades this technology has become ubiquitous in nearly every port, here in New England in a rich range of capacities ranging up to in excess of 400 tons of lifting capability, covering 99.99% of all conceivable fishing vessel types likely to be active in this region. Thus even in 1994 only stark indifference to the value of displacement/weight of the craft in the water would have kept this readily-quantifiable measure out of SSC/NEFMC/NMFS/NOAA legally binding definitions of plausible fleet restrictions.

4. The economic and ecological cost of short, wide, deep i.e. obese boats dictated by any Length-based system of (presumed) catch limitations: Here are some hard numbers, as of early 2013, as a reality check, that have been faced by these mostly small businesses on the working waterfront:

Diesel fuel cost multiplied by 380% from a 1990s plateau of \$1.1/gal to \$4.2/gal in late 2012:

In 1994 Diesel fuel cost around \$1.10

per gallon and would stay near that level until June, 1999 when it began to move upwards towards \$1.75 by early December, 2000, to drop again towards \$1.30 by early 2002.

Between mid-2002 and late 2012 New England Diesel fuel prices rose from around \$1.40, to a peak cost by June, 2008 of \$4.88, back down to \$2.39 by May 2011 and gradually up again to \$4.22 by early December, 2012. Across well over 15 years diesel fuel expenses grew by over 380% without a matching increase in fish prices! How does the current High-Carbon-Reality compare with one projected Low-Carbon future? To illustrate the economic benefits of shifting from Length to Weight as the primary hull size defining regulation, here one currently active High-Carbon craft (HC) as compared to a 21st-century Low-Carbon craft concept (LC). Both examples are for commercial (already lower-carbon fishing methods based) gill-netting/long-lining/lobstering/jiggling/rod-&-reel fishing duty. Stern-dragging/scalloping is a much more energy-intensive approach to fishing with its own additional technical challenges towards achieving LC-status and yet reasonably addressable as well under the approach laid out here!

Several notes on the data below: They are desk-top quality, reflecting personal practical experience and historic data on low-power craft. Deeply rooted in \$1/gal assumptions, the HC-type constitutes a particularly profligate example of the effects of High-Carbon-reflexes borne of decades of under development and outright stagnation induced by Length-based regulatory constraints. Compare HC to a '80s era car and LC to today's state-of-the-art hybrid cars!

Spec. Sheet Turbo-Charged Diesel-Engine Efficiency Assumption: 0.34lbs/hr/hp at peak torque, 0.38lbs/hr/hp WOT (Wide Open Throttle); U.S. Gallon of #2 Diesel = 7.25lbs; Gallons per hour=GPH; Miles per Hour= MPG (all numbers rounded upwards).

HC example is a representative smaller inshore dayboat measuring 32' x 11' x 15,000lbs x 300hp x 15kts light. Carrying capacity in actual use is 10,000lbs iced fish on deck (no fish-hold available) for 25,000lbs @ 7.6kts.

LC example is a notional inshore/offshore day/trip boat measuring 50' x 10' x 15,000lbs x 75hp x 9.2kts. Carrying capacity is closer to 15,000lbs in fish hold plus some on deck, for 30,000lbs all-up weight @ 9kts. (From personal experience the projected 75hp is a conservative approach to this lean hull-geometry per given weight.)

Here is one legacy of e.g. "Days-at-Sea Regulation" type operational dictates prohibiting LC-types:

Going out empty maximizing the given hull's speed Gallons per Hour (GPH) of operation (assuming 50% WOT during transit and high-idle during net hauling).

HC-type: 7.5nm burning 7.85 gals = 0.96MPG (with 30mins idling per hr deemed negligible) = approx. 8.0 GPH.

LC-type: 4.6nm burning 1.97 gals = 2.33MPG (with 30mins idling per hr deemed negligible) = approx. 2.1 GPH.

Consumption per Equal Distance 7.5nm:

HC= 8.0 gals/7.5 nm = .96MPG (30 min @ 15kts of HC).

LC= 3.42 gals/7.5nm = 2.19MPG = 2.28x efficiency/mile.

Corrected Time to travel same Distance:

HC = 30mins to travel 7.5nm.

LC = 49mins to travel 7.5nm.

Coming in w/full-load catch. Note how the short, wider, deeper HC-type hull suffers in full-load condition vs. the slender LC-type:

HC-type at 25,000 lbs total weight cannot make 15kts(!), perhaps 10kts WOT @ 15.73gals/hr = 0.64MPG.

LC-type at 30,000 lbs total weight (with greater capacity!) will make 9.2kts WOT @ 3.93 gals/hr = 2.34MPG.

Consumption per Equal Distance:

HC=7.85 gals/5 nm = .64MPG.

LC=1.97 gals/4.5nm (x1.1=5nm) = 2.17gals = 2.3MPG = 3.59x efficiency/mile.

Corrected Time to travel same Distance:

HC = 30mins to travel 5 nm.

LC = 33.5mins to travel 5 nm.

Averaging these MPG: HC-type = 0.8MPG versus LC-type = 2.24MPG = 2.81x efficiency per mile traveled.

Most Fuel-Efficient Speed for both per Distance @ Full Load (HC 25,000lbs, LC 30,000lbs) @ 'Unity Speed':

HC-Type: 1.1 x  $\sqrt{32}$  waterline length = 6.23kts using 91HP = 4.26 GPH = 1.46 MPG.

LC-Type: 1.1 x  $\sqrt{47}$  waterline length = 7.54kts using 24HP = 1.13 GPH = 6.67 MPG = 4.57x efficiency/mile!

This unarguable Daily Damage to each business's economics seems very hard to justify from any regulatory perspective. How a particular business would attempt to make up for this dictated constant loss could range from only returning to port with the most lucrative species at whatever by-catch discards to 'grey-zone' boat/gear manipulations.

The Unavoidable Long-Term Vessel-Economical Consequences under \$2.5/gal, \$4./gal and \$5./gal: Per Hours of Annual Operation the Cost-Savings of LC-craft over current HC-types also illustrates the mid-term protection from price-spikes:

HC-type @ 4.26GPH (or 1.46MPG), 1500hrs = 6390gals Annual Consumption.

LC-type @ 1.13GPH (or 6.67MPG), 1500hrs = 1695gals Annual Consumption.

Annual Cost @ 1994-level \$1.1 = \$7,029. @ \$2.5 = \$15,975. @ \$4. = \$25,560. @ \$5. = \$31,950.

Annual Cost @ 1994-level \$1.1 = \$1,865. @ \$2.5 = \$ 4,237. @ \$4 = \$ 6,780. @ \$5.- = \$ 8,475.

## Conclusions

1. Classifying vessels in various Codes by Weight is imperative to the evolution towards LC-type efficiencies.

2. In a Speed-Independent regulatory system freed from False Definitions of 'Size', the most favorable vessel-economics would be determined by MPG at the most efficient hull-speed-to-power-to-load interaction in the context of enhanced vessel- safety, work ergonomics, systems reliability and fundamental economic affordability.

3. Therefore the LC-type will be the sole viable approach to cope with the concurrent realities of limited and uncertain access to the fish-resource due to Climate Change and the full range of rising Energy-related Expenses.

Note: These numbers do not reflect additional options to further push towards 'Least-Carbon' geometries/propulsion.

Note: LC's lower-hp drive train will cost less than half in initial cost and always less in maintenance & repair

Note: We'd expect the LC-type's advan-

tage over HC-type to degrade some in harsh operating conditions!

5. The SSC/NEFMC/NMFS/NOAA 50%-approach to a comprehensive 100% ecological challenge not to mention Industry Economic and, of course, Socio-Economic Demands:

With Length/Tonnage/Horsepower the 'preferred' regulatory tools since at least 1994 according to the DRAFT's Section 1.2., the long-term impact on the fleet has been indeed diametrically opposed to any plausible claims of EBFM. Between the projected life span of each fishing boat and the disastrous momentum of regulatorily-prohibited fleet evolution towards lower carbon opportunities for the fleet in the North-east, in fact across many Council-Regions across the nation, we have by 2014 arrived at a persistent High-Carbon Fleet-Structure and Operational Parameters that neither the Bush nor the Obama-Administration have taken measures to mitigate against. And no EBFM-oriented scientist could plausibly support this spectacle.

Just about every other fossil fuel-intensive industry has sought to upgrade its hardware and operational profile towards greater fuel efficiencies, often with indirect and direct public support through measures ranging from tax incentives and grant funding to extensive in-house R-&D and via partnerships with universities etc. into advanced options.

In stark contrast, this commercial fishing industry remains frozen in this remarkably backwards state of potentially catastrophic exposure to rising fuel cost, and thus cost for hull materials such as steel, aluminum, fiberglass, and consumables such as wire, rope, paint, lube oil, grease, along with the rising likelihood of dedicated ecology driven statutory penalties for Carbon-Overuse, however defined, all before factoring in the equally affected cost of ice, transportation of the fish to processing and then to the market etc. etc.

As it presents itself to the world today in its High-Carbon Fleet Profile, this industry suffers from the most serious political embarrassment of having a Deep Fleet-Structural Liability against ever appearing any time soon as the 'Stewards of the Fish-Resource' via low-carbon vessel attributes and matching fishing methods.

And fishers have SSC/NEFMC/ NMFS/ NOAA to thank for these obstructions to both economic and ecological operations and the absence of politically uncontestable standing as 'Stewards of the Resource'. The fact that many of their leaders, such as the North-East Seafood Coalition, have never challenged these dubious dictates only underscores the tragically limited range of policies these 'leaders' have been willing to pursue.

Since from a fisheries management perspective these dictates structuring the current Fleet Structure violate fundamental basics of any definitions of 'Sustainability', this industry, as it stands by 2014, can actually not be integrated into any immediate regulatory efforts towards 'Eco-System-based Fisheries Management', whatever the breezy language by some may want to suggest.

It would take two steps to remotely begin to match the optimistic language around claims of (presumably) ongoing system wide and successful EBFM measures:

1. The immediate jettisoning of Length from any formulae, in direct

exchange for Displacement/Actual Vessel Weight along with retaining the somewhat less reliable Horsepower to indeed plausibly limit fishing efforts.

2. A 'Manhattan-Program' style decade+ effort to radically restructure the fleet towards matching EBFM standards - assuming massive federal fiscal support.

And, as for instance signatures by the fleet here in Gloucester and the position of the Gloucester Fisheries Commission indicate, many local fishermen would indeed strongly favor vessel economic 'sustainability', as the typical mom-&-pop operations model has served the market so well due to its agility in response to the vagaries of weather, market, ecological cycles and regulations. However, neither the North-East's SSC nor this NE-Council have taken these concerns seriously. Astonishingly so, neither has the North-East Seafood Coalition, a major industry mouthpiece here in Gloucester.

Alas, now in the latter half of 2014, 20 years after the thoughtless embrace of technically indefensible measures of Tonnage and Length as any form of EBFM plausible fleet structural tool, this Draft "Omnibus Amendment to Simplify Vessel Baselines" still reflects a fundamental incomprehension of the astonishing destructiveness to any fleet economic and fleet ecological maturing these (presumed) tools have wrought upon the focus of the MS, the Council process and fishing communities. Ironically/tragically so, since SSC apparently never did challenge the utility of these tools, Tonnage and Length have stymied any substantial fleet-innovation in matching resonance with scientific advances and associated EBFM ambitions.

Taking 20 years to finally jettison Tonnage is bad enough for a body of governance presiding over an inherently sustainability-based industry of extraction. To then continue on with the acceptance of Length as any plausible measure of whatever only makes the destructiveness of these last two decades even more palpable, more obvious and thus more subject to at least political review.

There remain few industries in which this level of 'scientifically supported', governmentally dictated and harshly enforced massive and mounting High-Carbon Inefficiencies are deemed acceptable by 2014.

There is likely no other body of industrial governance in which lofty eco-centric terminology like EBFM are routinely used by top-level regulators, all the while having de facto spent over 20 years obstructing any efforts to indeed see the industry structurally and operationally adapt to EBFM-based principles, whether out of conviction or just driven by fuel-cost increases.

With NEFMC's favoring 'Alternative 4' (eliminating Tonnage), progress is indeed being made towards a distant chance at EBFM for both Council and matching science via SSC.

But the 50% approach exemplified by the retention of Length will continue the damage to fleet and resource and stalls out anybody's hopes towards actually ever getting near EBFM!

Next issue back to actual boats... So, what was that about LCU-F or something... and a General? Generals don't do boats, do they? Perhaps they do. At any rate, like every issue, good reading in *MAIB*.

# ATLANTIC COASTAL KAYAKER

## 2014 Our 23rd Season

Would you like to  
read more, lots more,  
about sea kayaking?

**SUBSCRIBE  
NOW!**

*Atlantic Coastal  
Kayaker* will bring  
you 36 pages monthly  
all about sea kayaking,  
8 times a year  
(March through  
December)

**All this  
for only \$24  
(8 issues)**

Like to see the next  
issue? Just ask.

### Subscription Order Form

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_

State: \_\_\_\_\_ Zip: \_\_\_\_\_

Send check for \$24 payable to:

***Atlantic Coastal Kayaker***  
**224 Argilla Rd**  
Ipswich, MA 01938  
(978) 356-6112  
(Phone & Fax)  
ackayak@comcast.net

The kids in Minneapolis and many suburbs went back to school as I write this. That must mean that the summer is winding down. For me the summer isn't over 'til we get a hard crust on top of the lake. I try hard to enjoy every day that I can play outdoors. We are getting into my favorite time of year. I am not a summer person.

My shop has been sitting empty all summer. I have done a few honey dos but for the most part I think that my shop is getting lonely and feeling very neglected. So are some of my boats.

I love building boats but I have to ask myself if I already have too many. All of my boats have names. That is a must with me. Naming them breathes a little soul into them. Right now I own two sailboats and three solo canoes. They each serve a slightly different function so they will probably stay in the fleet until I build something that I like better. I also have a couple of mistakes that I should find homes for, or maybe bonfires.

I have, for several years, kept a health log. This notebook has the records of new ailments that show up and also records of my exercise activities. I ride a bit on my Trek 7000. That is a step through frame, guys. No killer rides just 15 to 20 miles at a time.

My big sport and a part of my exercise program is canoeing. Not drifting down a peaceful river. I canoe fairly hard, up near hull speed. All the miles that I pile up gets recorded and timed so that I can keep track of how this body is holding up.

Why do I do this? well, I am a caregiver for my bride of 50 some years. I am trying to stay fit so that I can continue at that job. That is why my sport/exercise program works out to be a bunch of short vigorous workouts near home.

I don't think of myself as being old. I have not passed 80 and I'm not sure that that is old. I have a big sister who passed that number a few years back and she isn't old yet either. I am hoping to get many more years of use out of my toys. I may move the priority around a bit but right now it is boating, followed by biking.

OK, lets get back to my shop. It is empty and lonely so what to do about it? In my simple mind the answer is to build another boat. Winters are long here in Minnesota and my workouts move indoors. Three times a week at the senior center doing a morning stretch and a lot of miles going nowhere on an exercycle. Boring, right? I must get down to the workshop to save what is left of my sanity

As the summer is passing by I keep asking myself what will be my next big project. No big decisions yet. I look at my log and it



By Mississippi Bob

tell me very clearly what toys I am using and which ones are sitting in the shed.

I have sold a lot of boats over the years. Most were very nice boats but I cried a little when I sold two old Fuji bikes that I had for years. I could no longer use them so Craigslist found them new owners that would. I really felt sad to see those bikes go away because I knew that that was the end of an era for me.

Back to boats, still my favorite toys. As the summer has been fleeing I looked at my log and realized how little sailing I have done this summer. The *Skat* has been out twice and the new boat *Pogo* got put in storage early in the summer. So it is back to my three solo canoes. Each serves a little different job.

One canoe, the *EL Barco*, is a plywood 13 footer. It is a tough old boat and painted so it can sit outside in the weather. I am saving her as my beater canoe. Every canoeist should have one. That is the boat that I use on the rocky streams when the water is flowing fast. No I haven't done that either all summer, but it did get out breaking ice early in the season. It needs a new license next year but it will stay.

The *Tern*, my old wood stripper 14.5' long, has been around forever. I built her about 30 years ago. She's got a lot of miles and a lot of neglect. When she turned 21 I reskinned her. That was a few years back and put her into a "semi retirement." I have been keeping her safely in the shed out of the sun. Sunlight kills wood strippers faster than the rocks will. What can I say, I love that old boat, she will stay.

I did use her on a recent Sunday in company with her sister ship. I built *Tern* 2 a few years later and eventually gave her away to a doctor friend of mine. The pair of them always draw attention when we paddle together. I get a big ego boost when my friend tells folks that I had built them both.

Now I am down to the newest canoe, the *Mini-Slipper*. She is another 13' stripper that I described over the winter a year back. She is a shorter version of the Mad River Slipper, another boat that I designed. I had two goals when I built her. I wanted pretty and I wanted light. Pretty she is and 30lbs is acceptable.

I built this boat because I wanted a "Freestyle Canoe." She does that job fairly well. On Wednesday evenings I get out with a group at Nokomis and we do pirouettes around the lily pads. I am not very good at that but it is still fun to try. I have been

developing very good boat control paddling with this group.

Looking at my log at the end of August I found I was out canoeing for the 26th time this year. That puts my priorities in order. OK, lets get back to the problem at hand. What boat next? That has been buzzing in my head all summer and it is time to consider making a decision.

I hate to say it, Jim, but I was not happy with the Pickup Squared, but I was very happy with the sail plan. I like the simplicity of the balanced lug sail. That little sail has a lot of driving power. I have been giving a lot of thought to building another hull about the same size to use the sail on. I am toying with the idea of building a very simple scow type boat with a deck to sit on and a centerboard trunk just forward of the cockpit.

Haven't started it yet but I am thinking 10'x4' maximum beam. I will start out with a profile drawing to determine the balance, then on to a cardboard model to create the hull shape. I may make several models before I get just what I want, but then cardboard is cheap. When I get a model that looks good I will probably make a 1/6th scale model out of some 1.5mm plywood that I have. By being careful, I can make scaled down parts for all the inside bulkheads and other parts. I will then build the boat as a stitch and glue hull using 1/4" marine ply or 5mm Baltic Birch plywood. Both of these woods are available locally for about the same \$50 price.

I have a couple of chunks of Honduras mahogany that I salvaged years ago that are just big enough to make the centerboard and rudder. I am seriously considering scavenging the hardware off the *Pogo* for this new boat and also taking off the mahogany rails. *Pogo* then will get converted into a rowboat and sold. I built her with two rowing stations and a set of 6' oars. She will need seats but that is an easy fix. When I built her I kept thinking about the cartoon character Pogo and his buddy Ali Gator. The boat looks just like the cartoon one.

I have yet another idea. Over the years I have built several rowing boats, some good, some not so good. They all went away because they were trailer boats. I am trying to get away from that requirement. Maybe, just maybe, what I need is a small rowboat just big enough to carry one passenger. If I can do that and keep it down to a 4' beam and short enough that it doesn't hang out too far over the tailgate, maybe that should be on the menu. The design and construction would be exactly the same as the scow just described. I really am into the stitch and glue thing.

We are into September as I write this and some time soon I will have to firm up my plan for the winter project. One thing that I am sure of my next project will be another plywood stitch and glue thing.

One more side note. I have been using the name "Mississippi Bob" for years. The title was hung on me by a friend and fellow writer, Cliff Jacobson. He writes canoeing books, he has several in print. At the time I was working on the Mississippi and often playing there after work. The name seemed very appropriate at that time. I hate to admit it but I haven't been on the river since our Lake Pepin Messabout in June. Maybe I should change my name to "Nokomis Bob," that is, after all, my new playground. Just feeling guilty, I guess.



Talk to whitewater canoeists about the pleasures of paddling quiet waters and you'll likely get, "Oh, we can do that stuff when we're old." And flatwater canoeists in response to whitewater are liable to respond, "Oh, we don't do that crazy stuff," as if such fun is sinful, if not insane. Their practical, Puritanical attitude persists even though whitewater is the quickest way to make a flatwater canoeist a better paddler, to learn eddies and currents, managing waves and untoward circumstances. But that hardly registers any more than birdwatching does with a whitewater paddler. Enjoying both white-water and quiet water, I wondered why it's not enough to love what you love. Why is it necessary to reject the alternatives?

Tribalism, I suppose. And tribalism seems universal. The motorcyclist looks down on "cagers," aka car drivers. And within the motorcycling community Harley guys disparage Japanese "rice burners," whether a Harley lookalike or a "crotch rocket." American steel does give nodding respect to German steel. Even so, they manifest their differences in other ways, browns and grays for the BMW rider, black leather, fringe and chrome for the Harley guy plus the smallest legal helmet. Just as distinct is the fellow on a sport bike with his full leathers and international colors.

The same sartorial separateness holds on snow and water. Compare the muted colors of apparel for canoe touring with the vibrant dry tops for whitewater. There was a similar contrast in clothing for alpine vs cross country skiing, back when the latter smelled of pine tar before waxless skis. When XC became high performance and high tech it got sexy lycra. But on the slopes the "free heelers" didn't need sexy garb. Just look at the way they made their Telemark turns. That



## Tribes

*The jury room door opens and the foreman leans out. "Can we have eleven coffees and one herbal tea?"*

sort of dancing conveyed as much attitude as any clothing could. Does anyone remember those attitudinal battles? They seem so archaic, bland and trivial, nothing like snow boarders vs skiers today.

Tradition survives on the water, though, with that perennial battle, sailboats vs "stinkpots." Son of stinkpot, that devil's child, the jet ski, upped the ante but didn't change the battle lines. Of course, most sailboats above dinghy size sport an outboard or an inboard engine. But there's always an apologetic note when a sailor has to call on internal combustion if external wind fails. And there's implicit admiration for any sailboat of size that goes engineless. Totally engineless, that's carrying the torch just like going green, paperless and electric.

Out on the water sailors held the true faith long before it became popular among the rest of the planet (and true faith includes not mentioning the need to replace worn out sails and batteries). One small piece of clothing proclaims the faith more than anything else. Sailors wear floppy hats. In motorboats, fishing, skiing, whatever, you see ball caps. This is not about sun protection, consider the brim of the hat made famous by Admiral Halsey (now that guy had a motorboat) or the kepi of the French Foreign Legion. It's about proclaiming your tribal identity like the Big-Endians and Little-Endians, in *Gulliver's Travels*. At which end you crack your boiled egg seems inconsequential except when it establishes who you are.

Lest these these cleavage lines and inherent human tribalism depress you there is one positive counterexample, paddlers and rowers. A whitewater canoeist may distinguish himself from the hard shell kayaker with the claim, "Half the paddle, twice the man." But I've never encountered such sniping between paddlers and those who row. As to whether one is a paddler or rower, one instructor observed, people just seem to know. It's not a decision, it's not a moral stance, it's not a belief. It's not even a way of looking at the world but rather the world you choose to look at. The paddler owns what's in front, the rower what's behind, though both may occasionally glance over the shoulder. Maybe that's the secret to world peace or at least inner peace. Pick your time rather than tribe. Like a rower glancing over the shoulder, I only give the news a passing glance. My preferred outlook is history. When I choose to live in the present, or even look forward, I sit in a canoe or kayak.



Getting back into the boat from the water after an unexpected exit can be a problem. Getting back into a boat under any circumstances can be a problem. A temporary boarding ladder is only of use if it is either already in place or there is someone on the boat to set the ladder up for the person in the water to use. Without a boarding ladder, or low freeboard, getting back into the boat can be a chore requiring a good deal of upper-body strength. Think you are in good shape? Put on your normal sailing clothes and a life jacket. Now, with an assistant ready to help, jump into the deep end of a swimming pool and try to get out without using the steps or the ladder. Good luck!

The Canadian government decided that boats over a certain size should have a permanent means for people in the water to get back into their boat (the water is cold up there year around). Thus, as part of the safety requirements, there is the following: "When the freeboard exceeds 0.5m (approximately 20" inches) you will need a reboarding device. However, your vessel already meets this requirement if it has transom ladders or swim platform ladders. An outboard engine may not be used as a reboarding device."

I am not sure how the regulation would handle the boarding steps found on some sailboat rudders. In any event, for more information, take a look at <http://www.tc.gc.ca/eng/marinesafety/tp-tp15111-4282.htm>.

At one point people put cameras on kites to get low altitude photos of an area. Now they use one of the many types of unmanned aerial vehicles (drones) on the market to fly digital cameras and/or video cameras with a direct feed to their receiver. If you have the money for all the pieces, such a device might be of use for going into poorly charted waters. Flying the drone along in front of the boat you could "see" the area ahead of you and, if the water is clear enough and the sun is overhead, the bottom. Oh yes, there is at least one of the devices that is designed to land and take off from the water which would make retrieval a bit simpler than trying to land the vehicle on your boat before the bat-



tery goes dead. Of course, you can go the "tethered drone" option with a flexible line from you to the drone that provides it with power and you with the downlinked pictures. However, while you are operating the drone, who is operating the boat?

I have joined the ranks of those who have hearing aids. The first thing I noticed (other than I could hear my wife more clearly) was that wind from behind caused static since the hearing aid receiver behind the ear does not have a wind muffle like those found on microphones used outdoors. Talking with my friends who sail, I find they have the same problem. One of them simply takes the hearing aids out when sailing (he has lost two when the small boat he was sailing turned over). When he is sailing on bigger boats, his friends on the bigger boats know he does not have them in and speak louder. Since the diesel in our Sisu 26 seemed a bit loud without hearing aids, I will probably take mine out when I take the boat out. After all, the volume on the VHF can be turned up quite a bit.

At one point we had a whaleboat converted for sailing with a fiberglass "sheath" over the wood hull. Over time the glass separated from the wood, but mostly stayed in place. The problem was that the wood "worked" at a different rhythm than the fiberglass and the two parted over time. Cutting open the voids and relaminating the hull at such spots was not a cost effective solution. The fiberglass did make cleaning and repainting the hull much easier than dealing with wood, so we left things as they were.

Recently I read about an alternative to putting fiberglass over wood. Try ferro cementing the hull. Galvanized chicken wire, hog wire or the like stapled in place will hold the cement to the hull while it is smoothed before curing. There are commercial fishing boats with such a covering on the west coast according to an article in the September issue of *National Fisherman*. What is not mentioned in the article is how much such a process adds to the boat's total displacement and draft.

I was reading in one of the professional magazines about a new fire/rescue catamaran that uses a power take off system to run the pumps to supply the water to fight the fire and still allow the boat to have both engines available for maneuvering (most fire fighting vessels have to remove one engine from propulsion to run the pump(s) when fighting a fire on the water). The pump system is able to deliver between 900gpm and 2,750gpm. All this is very nice until one considers the recipient of the water. Our Sisu 26 has about 520 cubic feet of "in the hull" space. If the boat caught on fire, 900 gallons a minute delivered onto the boat would take care of the fire in a hurry as the boat would be full of water and sink in about one minute. Considering that fire fighting manuals do not recommend water to fight non wood/paper fires, why do fire boats still pump water onto a vessel fire. Perhaps one of our readers can supply the answer?

For a bit of trivia, consider the possible uses of flexible malleable iron Victaulic Style 77 couplings used with grooved steel pipe for some of your projects. This was the standard fitting to connect water lines in the Liberty ships of WWII. There was a gasket centered between the two pieces of pipe and the coupling joined the sections. The coupling sections fitted into the groove on each pipe and two bolts/nuts held the coupling in place. The gasket took care of vibration and anyone could connect the pipes. For more information on this technique, find a copy of the June 2014 issue of *Maritime Reporter & Engineering News* and turn to page 68 or look up "Victaulic Style 77" on the web.

Guy Hancock displayed a couple of photos he obtained from the web of vessels of the flattie type, as he is building. The shots are from Apalachicola and New Orleans and show great detail of these vessels being used for oyster tonging. If you think your job was tough, look closely at the working conditions these fellows had as men and boys. From <http://www.shorpy.com>, "History in HD" is a vintage photo blog featuring thousands of high definition images from the 1850s to 1950s. The site is named after Shorpy Higginbotham, a teenage coal miner who lived 100 years ago.



## Interesting Notes

### Tampa Bay Ship Model Society

By Irwin Schuster  
<http://www.tbsms.org>



Emory Massman took the floor with a Model Shipways tug hull called *Dispatch* #9. He is on a schedule to build two models from the waterline split hull, using the upper for a waterline diorama and the lower for a type with vertical bulwarks. He spoke of his experiences on these vessels and how they were so heavily built that they carried tractor tires completely around to avoid damaging the ships they aided, which were more lightly structured.





## Custom Small Boats



Builders of the famous Town Class sloop in wood or fiberglass as well as other custom traditional wooden boats since 1934.



### Mast Hoops

Mast Hoop Fasteners - Sail Hanks - Parrel Beads - Wood Cleats - Wood Shell Blocks - Deadeyes - Bullseyes - Custom Bronze Hardware

**Pert Lowell Co., Inc.**  
Lanes End, Newbury, MA 01950  
(978) 462-7409

## Builders & Restorers

### C. Stickney Boatbuilders Ltd.

15 Wiley's Corner Rd. St. George, ME 04860  
207-372-8543

### Custom Wooden Boat Building & Restoration



10/6" Yacht Tender Elegant

E-mail [woodboats@msn.com](mailto:woodboats@msn.com)

Blog

<http://blackguillemot.wordpress.com/>

### Hansen & Company Builders of Practical & Impractical Boats

Gloucester Gull Dories & Other Small Boats  
[www.hansenandcompany.blogspot.com](http://www.hansenandcompany.blogspot.com)  
Dennis Hansen 207-594-8073  
P.O. Box 122 dgehansen@myfairpoint.net  
Spruce Head, ME 04859



Cape Cod's  
Sailing Headquarters  
& Wooden Boat Center  
\*Established 1951\*

### Proud Builders of Arey's Pond Catboats



14' Cat - 16' Lynx Cabin  
16' Lynx Open - 16' Launch  
18' Daysailer  
20' Cruising Cat  
21' Launch

Traditional Elegance

All boats built to the highest standards.  
Hulls are wood or fiberglass with  
teak or mahogany trim.  
Solid bronze hardware,  
Sitka spruce spars.

Brokerage Boat Sales  
APBY Sailing School  
Mooring Rentals and Storage

Box 222, S. Orleans, MA 02662  
(508) 255-0994  
[www.areyspondboatyard](http://www.areyspondboatyard)

### Quality Restoration and Repair



**Southport Island Marine**  
207-633-6009

[www.southportislandmarine.com](http://www.southportislandmarine.com)



### Wooden Boats Built to Order

Row, Power, or Sail - Phil Bolger Designs  
Bare Hulls, Complete Boats  
Lumber Yard Skiff Plans,  
Shoal Draft Our Specialty  
Check Out My Website

**[www.oldwharf.com](http://www.oldwharf.com)**

Or Give Me a Call at (508) 349 2383

**Walter Baron, Boatbuilder**

170 Old Chequessett Neck Rd, Wellfleet, MA 02667

### Quality Restoration and Repair

Total Refit: 1898 Crosby Catboat.



**Southport Island Marine**  
207-633-6009

[www.southportislandmarine.com](http://www.southportislandmarine.com)

### Anest Yachts Inc

Custom Classic & Traditional Boats  
Huntington, Long Island, NY  
(516) 457-5083  
[www.AnestYachts.com](http://www.AnestYachts.com)




### Tom Krieg's Boat Shop

(At 6 Mile Point on West Lake Rd.)  
P.O. Box 1007  
Cooperstown, NY 13326

**Woodenboat Restoration & Rigging**



*It's Not Just Art, It's a Craft!*



Unique Wood-Strip  
Performance, Sea Kayaks

**Kits, Plans &  
Finished Boats**

Send \$3 for a catalog to:  
Nick Schade  
Guillemot Kayaks  
54 South Rd.  
Groton, CT 06340-4624  
ph: 860-659-8847

<http://www.KayakPlans.com/m>

## Plans & Kits



Designs by Platt Monfort

**STUDY PLANS BOOK \$4.95**

**INSTRUCTIONAL VIDEO \$19.95  
NOW ON DVD ALSO**

Monfort Associates  
50 Haskell Rd. MA, Westport, ME 04578  
(207) 882-5504



<gaboats.com>

## SEAWORTHY SMALL SHIPS

### WOODEN POND MODEL KITS



### MODELS THAT REALLY SAIL

Rubber Band & Sail Powered Kits  
Pre-Shaped & Drilled Parts  
Brass, Copper & Stainless Hardware

Great Fun in Pool, Pond, or Sea • Order Yours Today

Order #800-533-9030 (U.S.) VISA/MC accepted  
Other Kits & Plans Available, catalog \$1.00

**SEAWORTHY SMALL SHIPS**  
Dept. M, PO Box 2863  
Prince Frederick, MD 20678, USA

Visit our Home Page at  
<http://www.seaworthysmallships.com>



**SK** **READERS CHOICE** **Sea Kayaker** MAGAZINE  
2011  
WOODEN KAYAK

**PYGMY**  
BOATS INC

**VOTED BEST  
WOODEN KAYAK**

Call for a **FREE** Catalog: 360-774-6397 | [www.pygmyboats.com](http://www.pygmyboats.com)

### WESTON FARMER BUILDING PLANS & ARTICLE REPRINTS

**BUILD A WESTON FARMER CLASSIC DESIGN.** 15 plans available for the amateur boatbuilder from 10' launch IRREDUCIBLE to famous 32' blue-water ketch TAHITIANA. Send \$2 for catalog defining specs, plans, contents, prices, etc.

**READ & ENJOY A WESTON FARMER BOAT STORY.** We have 20 article reprints on small boat designs written through the years by E. Weston Farmer, N.A., considered by many to have been one of the outstanding marine writers of all time. Delightful reading for only \$1 per page. All articles include line drawings, offsets, etc. that you can use. Send \$2 for catalog listing.

**WESTON FARMER ASSOCIATES**  
7034-D Hwy. 291, Tum Tum, WA 99034

### THE SIMMONS

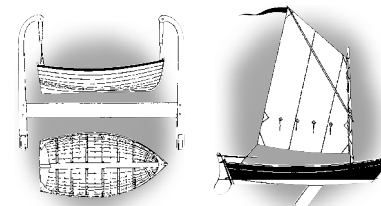


### Classics of the North Carolina coast 18-, 20- & 22-foot plans available

- ~ Outstandingly seaworthy vessels
- ~ 30 mps with low power
- ~ Light & simple; plywood lapstrake construction
- ~ Detailed plans & directions; no lofting



Cape Fear Museum  
Wilmington, NC  
910.798.4371  
[capefearmuseum.com](http://capefearmuseum.com)



CRADLE BOAT  
BABY TENDER

BEACH CRUISER  
FOOTLOOSE

## Robb White & Sons Sport Boat

Handy, pretty, proven 16'x43" strip planked skiff will plane two adults with 4hp. Full size mold patterns, complete instructions. \$75 Photos & specs at [www.robbwhite.com](http://www.robbwhite.com).

**Robb White & Sons**  
P.O. Box 561, Thomasville, GA 31799



The Penobscot 13, 14 and 17, a 12 ft peapod, and other designs for sail, rowing and power. Plans, DVDs, kits, epoxy, sails and more.

**ARCH DAVIS DESIGN**  
37 Doak Road, Belfast, ME 04915  
207-930-9873  
[www.archdavisdesigns.com](http://www.archdavisdesigns.com)

## Atlantic17 Open Water Rowing

Novice  
or  
Experienced  
Rowing



Plans Available  
including  
Frame Patterns  
\$60 plus \$8 S&H

Details at: [www.atlantic17dory.blogspot.com](http://www.atlantic17dory.blogspot.com)  
[jonpersson7@gmail.com](mailto:jonpersson7@gmail.com) 860-857-2687  
325 Huntington Street, New London CT 06320



## ATKIN

Atkin illustrated catalog. Containing more than 300 Atkin designs and new text. Famed Atkin double-enders, traditional offshore and coastal cruising yachts, rowing/sailing dinghies, utilities and houseboats. \$20.00 U.S. and Canada (post paid) and \$25.00 U.S. overseas airmail. Payment: U.S. dollars payable through a U.S. bank.

### ATKIN BOAT PLANS

P.O. Box 3005M, Noroton, CT 06820  
[apatkin@aol.com](mailto:apatkin@aol.com)  
[www.atkinboatplans.com](http://www.atkinboatplans.com)

## PICCUP PRAM



11' X 4'5" OA - 100# Empty  
Taped Seam Multichine  
\$20 Plans - \$1 INFO ON 8 BOATS  
**JIM MICHALAK**  
118 E. Randall, Lebanon, IL 62254



## SWIFTY 12

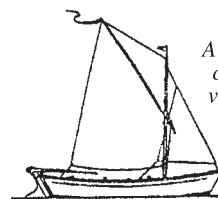


A light-weight, sturdy wooden beauty anyone can build from our pre-assembled kit. Price, including sail, \$1500. Catalog of 13 kit designs handcrafted in Vermont, \$5. Demonstration video, \$20, DVD.

### SHELL BOATS

561 Polly Hubbard Rd., St. Albans, VT 05478  
(802) 524-9645  
[www.shellboats.com](http://www.shellboats.com)

## CONRAD NATZIO BOATBUILDER



*A range of small  
craft plans for  
very easy home  
building in  
plywood*

For details, visit the website:  
[www.broadlyboats.com/sections](http://www.broadlyboats.com/sections)

or contact:  
**CONRAD NATZIO BOATBUILDER**

15 Lanyard Pl  
Woodbridge, Suffolk  
IP12 1FE  
United Kingdom  
Tel +44 1394 383491



## H.H. PAYSON AND COMPANY



Plans • Patterns • Articles • Books  
Instant Boat Series • Downeast Dorries • Model Building

Visit our website @ [www.instantboats.com](http://www.instantboats.com)  
Call, write or email for information or help with your project.

H.H. Payson & Company  
PO Box 122  
Spruce Head, ME 04859

Going forward in the spirit and tradition of Dynamite Payson.  
Just Do It!

Dennis Hansen Boatbuilder

207-594-7587

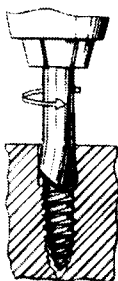
**This Space Available  
for Advertising  
Plans & Kits**

**\$36 per Issue**

contact us at  
[maib.office@gmail.com](mailto:maib.office@gmail.com)

## UNSCREW-UMS™ broken-screw extractors

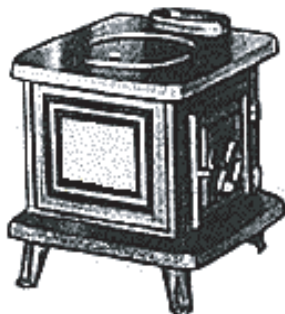
Remove damaged fastenings. Minimal damage to wood. Hollow tool uses stub as guide. Sizes to remove screws from No. 2 to No. 24, lags, nails, and drifts.



### T&L TOOLS

24 Vinegar Hill Rd., Gales Ferry, CT 06335  
Phone: 860-464-9485 • Fax: 860-464-9709  
unscrew-ums@tltools.com  
**www.tltools.com**

## TRADITIONAL MARINE STOVES



CAST IRON  
PORCELAIN ENAMELED  
WOOD BURNING  
HEATING & COOKING  
COMPACT

### NAVIGATOR STOVES

409 Double Hill Rd.  
East Sound, WA 98245  
(360) 376-5161

## Supplies

### Atlantic White Cedar

Custom cut to your specifications from our own logs which we bring up from Florida. Lengths up to 24'.

Cypress and other species available upon request.

### Woodcraft Productions Ltd.

P.O. Box 17307  
Smithfield, RI 02917-0704  
Tel (401) 232-2372 • Fax (401) 232-1029



### Small Craft Sails by Sew Tec

Any Sail, Traditional to High Tech,  
to 100 sq. ft.  
Re-cuts, Repairs & Custom Canvas Work  
In business since 1980 - sewtec.us  
sewtec@hughes.net - 850-773-7929

### Quality Cedar Strips MAS Epoxy Supplies • Tools



CANOE, KAYAK & ROWING BOAT KITS

the **NEWFOUND  
WOODWORKS** inc.

603-744-6872  
www.newfound.com



### ATLANTIC WHITE CEDAR

Boat grade rough sawn flitches in stock.  
Most are 16' long 4/4 to 8/4 thick.  
New supply ready to ship.  
Call or write for info.

### J.D. ENGLAND CO.

1780 Remlik Dr., Urbanna, VA 23175  
(804) 758-2721



### Sail for a Canoe

Excellent quality and design  
**\$329.00 plus shipping**  
National Sailing Committee  
American Canoe Association  
**http://canusail.org**

Free rig plans

Newsletter: *Canoe Sailor* \$ 6  
E-mail: canusailor@yahoo.com

Pay to: C. Sutherland  
Send to:  
Chuck Sutherland  
2210 Finland Rd.  
Green Lane, PA 18054

### GAMBELL & HUNTER SAILMAKERS

*Sails  
and  
Rigging*



16 Limerock St., Camden, ME 04843  
(207) 236-3561  
www.gambellandhunter.net

## YOUR AD HERE

**\$9 / ISSUE**

maib.office@gmail.com

## DUCKWORKS BOAT BUILDERS SUPPLY



- plans
- hardware
- custom sails
- epoxy/supplies
- sailmaking supplies
- tools and MORE

**low prices, fast service**

**www.duckworksbbbs.com**



## MERTON'S FIBERGLASS AND MARINE SUPPLY

- Complete hand lay-up fiberglass supplies for light & heavy fiberglass or wood boat repair & construction
- Polyester, Epoxy, Vinylester Marine Grade Resins
- Marine Topside Enamels & Antifouling Bottom Paint
- Silicon Bronze & Stainless Steel Fasteners

### Quality Brand Name Products

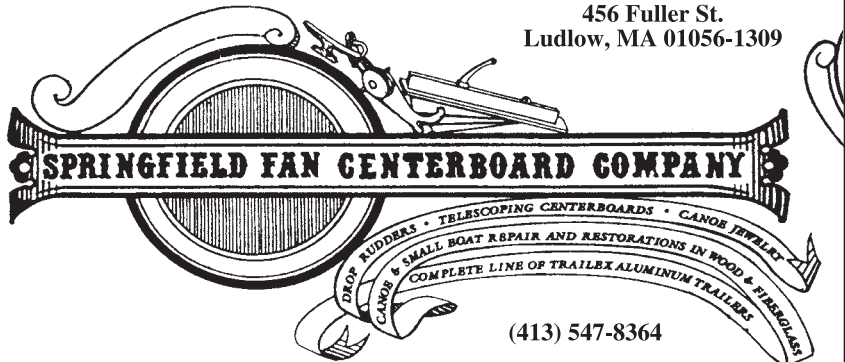
*Competitive Pricing*  
All items in stock for immediate shipment

Online catalog  
**www.mertons.com**  
call 800-333-0314  
P.O. Box 399  
East Longmeadow,  
MA 01028

*Supplying Quality Products  
To Boat Owners,  
Hull Finishers & Boatyards  
for over 20 years.*

**800-333-0314**

456 Fuller St.  
Ludlow, MA 01056-1309



**SPRINGFIELD FAN CENTERBOARD COMPANY**

TELESCOPING CENTERBOARDS • CANOE JEWELRY  
DROP RUDDERS • CANOE & SMALL BOAT REPAIR AND RESTORATIONS IN WOOD & FIBERGLASS  
COMPLETE LINE OF TRAILER ALUMINUM TRAILERS

(413) 547-8364



Ash, cherry, or oak cleats,  
hand-rubbed finish,  
several styles available at  
**WoodMarineCleats.com**  
or call 906-644-7610  
for custom work

## Drawing and Notecards of Your Boat

A pencil drawing of  
your boat, suitable for  
framing, and 50  
notecards with the  
drawing. Makes a  
great gift! ~\$150

Scott Baldwin  
Box 884 Killingworth  
Connecticut 06419



See web page: [www.baldwinstudio.us](http://www.baldwinstudio.us)

## MAINE COAST LUMBER, INC.

17 White Birch Lane  
York, ME 03909  
(207) 363-7426  
(800) 899-1664  
Fax (207) 363-8650  
M-F 7am-5pm



4 Warren Ave.  
Westbrook, ME 04092  
(207) 856-6015  
(877) 408-4751  
Fax (207) 856-6971  
M-F 7:30am-4:30pm

**HARDWOOD LUMBER • SOFTWOOD LUMBER •  
HARDWOOD PLYWOODS • MELAMINE • MDF •  
MARINE PLYWOODS • MDO • PARTICLE BOARD •  
SLATWALL • LAMINATE • EDGE BANDING • VENEER •  
HARDWOOD MOLDINGS • CUSTOM MILLING**

We Deliver  
ME, NH, VT, MA, RI

[www.maineastlumber.com](http://www.maineastlumber.com)  
email: [info@maineastlumber.com](mailto:info@maineastlumber.com)

MasterCard  
We ship UPS



## RAKA EPOXY & FIBERGLASS

We have several types of epoxy resins with different mix ratios for coating, gluing, and composite construction. Our large fiberglass inventory includes many weights of standard woven materials as well as a good selection of biaxials and triaxials. Carbon and kevlar fabrics are also available. We offer the lowest prices and same day UPS shipping. Our normal store hours are from 9am to 5pm Monday to Friday. Write or call us or see our internet site for complete info and prices.

### RAKA Marine

3490 Oleander Ave., Ft. Pierce, FL 34982-6571  
Ph. (772) 489-4070 — Fax (772) 461-2070  
[www.raka.com](http://www.raka.com)

## Small-Craft & Cruising Sails

Bermudan, gaff, gunter, lug, sprit, etc.  
for skiffs or schooners

Aerodynamic designs in  
cream, tanbark, white

Photos, quotes at  
[www.dabblersails.com](http://www.dabblersails.com)

email: [dabblersails@gmail.com](mailto:dabblersails@gmail.com)  
ph/fax 804-580-8723  
or write us at PO Box 234  
Wicomico Church, VA 22579



Stuart K. Hopkins, sole prop

# CLASSIFIED MARKETPLACE

## BOATS FOR SALE



**26' Norwalk Island Sharpie**, Bruce Kirby design. Beam 7'11", Draft 12" board up. Fast, fun boat. Easily single-handed. Built by professional yacht rigger. Launched '92. Bruynzeel plywood, epoxy & glass. FG masts, aluminum booms. Fresh paint, ready to go. \$28,000 OBO.

DAVID JAMES, Locust Valley NY, dajames@optonline.net (12)

**Monument River Wherry**, 17' fixed seat rowing boat built in '97 & in gd cond ready to row. This boat has won many races (incl the Blackburn), is safe & seaworthy and is a pleasure to row. \$1,200 firm.

JON ABORN, Buzzards Bay, MA, (508) 759-9786, joneaborn@aol.com (12)

**22' Drascombe Longboat Cruiser**. '72. Gaff rigged yawl. The boat was featured in January 2008 and July 2010 *MAIB* articles. Rigging & sails (main, jib, genoa, mizzen) complete & well-used, new c/b & rudder. Hull in great shape. Recently restored the cockpit from ugly oceangoing watertight bulkhead retrofit to original configuration, incl new original oarlocks from the UK. Topsides need stripping/repainting & need to fit new floorboards to complete the job. Almost new recently serviced 5hp 4-stroke Honda o/b. Galv trlr in gd cond. \$5,500

PETER THOMAS, Silver Spring MD, (240) 893-1286. (12)

**17' Lunenburg, NS Dory**, handliner. 2 oar sets & trlr. Gd cond. \$1,700.

MADELEINE BICKERT, Cape Cod, MA, 508-896-8143. (11)



## CLASSIFIED ADVERTISING INFORMATION

Classified ads are FREE TO SUBSCRIBERS for personally owned boat related items. Each ad will automatically appear in two consecutive issues. Further publication of any ad may be had on request.

A one-time charge of \$8 will be made for any photograph included with any ad. For return of photo following publication, include a self-addressed stamped envelope.

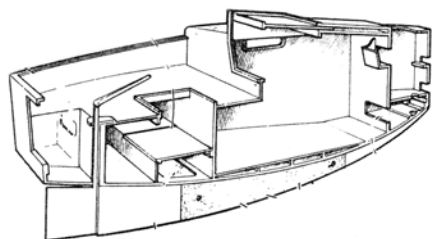
Non-subscribers and commercial businesses may purchase classified ads at 25¢ per word per issue. To assure accuracy, please type or print your ad copy clearly.

Mail to Boats, 29 Burley St, Wenham, MA 01984, or e-mail to [mail.office@gmail.com](mailto:mail.office@gmail.com). No telephone ads please.



**'92 Joel White Marsh Cat**, *Frankford Yellow Jacket*, ex-*Catnip*. Professionally built in lapstrake ply by Great Lakes Boatbuilding, MI, w/extra beam (7'7"); bright-finished sassafras coamings & transom. Extensive 2010-2011 overhauls by Philly Seaport's Workshop on the Water: hollow birdsmouth Sitka mast with solid Sitka spars; custom SS mast joint; new CB & rudder blade; SS standing rigging & bronze Edson motor mount. New lines & paint, inside & out. 2 sails & canvas cover. '09 Venture trlr w/fitted bunks. Stored indoors in southeastern PA. Nearly \$30,000 invested; asking \$20,000. Honda 2hp 4-stroke available for additional \$900.

NED ASPLUNDH, text/leave message on my cell (215) 593-0409, [nasplundh@yahoo.com](mailto:nasplundh@yahoo.com) (11)



**16' Micro**, (Phil Bolger design) liveaboard. Unfinished ply & glassed hull w/400lb lead keel. A good boat for simply messing about. \$450 for plans, hull & keel. Located south central MI.

JOHN WILSON, Charlotte, MI, (517) 543-5325, [john@shakerovalbox.com](mailto:john@shakerovalbox.com). (11)

**'03 Herreshoff 12-1/2**: Cape Cod Shipbuilding, fg w/mahogany transom & trim, gaff-rigged, spruce spars. Original Thurston sails incl spinnaker & pole. On custom Triad trlr w/all manufacturer's options: mooring & winter covers, seat cushions, compass, boarding ladder, lifting harness, burgee pole. For sale by original owner. Gently sailed on Lake Michigan, wintered indoors. Her varnish & bottom paint need a bit of refreshing, but she's otherwise ready to sail. \$15,000.

M.G. LUKEN, Chicago, IL, (708) 822-5550, [lukenmd@msn.com](mailto:lukenmd@msn.com) (11)



**Bayliner Bare Hull**, LOA 27'0", LWL 23'3", Beam 9'6", Displacement 6,250lbs, Ballast 1,850lbs. Free, you move it. ROBERT FLEMING, Avenue, MD, (301) 769-4517. (11)

**CLC 12' Passagemaker Pram**, w/sail kit, CLC spruce oars, & ca. '62 British Seagull 3hp o/b. Carefully constructed & used 5 times; otherwise stored indoors. \$2,700.

JOHN JOHNSON, VA 22442, (804) 214-0711, [jajohncb@gmail.com](mailto:jajohncb@gmail.com), (11)

## SAILS & RIGGINS FOR SALE

**Complete Set of Sails**, main & jib, for a Pt. Jude 15. Used little. Incl mast, boom & stays. \$200. DAN MOALLI, New London, CT, (860) 447-2725, or [demnclt@aol.com](mailto:demnclt@aol.com) (11)

## GEAR FOR SALE

There is nothing—absolutely nothing—  
half so much worth doing



as simply messing about in boats.

## Famous Quotation & Illustration from The Wind in the Willows

Join us in expressing Ratty's sentiment to the world. Tee Shirts, Long Sleeve Tees, Sweatshirts, and Tote Bags. Order on-line or by mail. Visit [www.messingabout.com](http://www.messingabout.com) for more info or to print an order form.

THE DESIGN WORKS, 9101 Eton Rd, Silver Spring, MD 20901 (301) 589-9391 (voice mail only)

## BOOKS AND PLANS FOR SALE

**IMAGINE THE PRIDE YOU'LL FEEL** on the water in a boat built with your own two hands. Send \$9.95 for Book of Boat Designs describing 300 boats you can build.

GLEN-L, 9152 Rosecrans Ave, Bellflower, CA 90706, (888) 700-5007, [www.Glen-L.com/MA](http://www.Glen-L.com/MA) (online catalog) (12')

## MISC MARITIME RELATED FOR SALE



**Watercolor Prints**, signed limited edition (100 copies) of watercolor depicted are available. Matted \$175. Matted & framed \$250.

JOHN GUIDERA, (856) 327-4074, [guidera@com-cast.net](mailto:guidera@com-cast.net). (12)

# Shiver Me Timbers

By: Robert L. Summers

## More Skippers



messing  
about in  
**BOATS**

29 BURLEY ST., WENHAM, MA 01984 (978) 774-0906

POSTMASTER: CHANGE SERVICE REQUESTED

**1114**



Free Catalog & DVD

[www.adirondack-guide-boat.com](http://www.adirondack-guide-boat.com)  
[guideboat@together.net](mailto:guideboat@together.net)

(802) 425-3926

6821 Rt 7, N Ferrisburgh VT 05473

It's always interesting to see what comes over our digital transom. Sometimes it's a man rowing past alligators, trying to get a photo of both the alligator and the boat...from within the boat; other times it will be a scratched hull, a concerned customer wondering what, if anything should be done? Today's photo is from Jeff and Wendy in Maine. We first met them at the Maine Boatbuilder's Show. Then they bought a Vermont Fishing Dory. Now they are wondering just how similar the dory is to our guideboat. On-the-water is the only way that conversation should occur. And it's usually between your rump and your smile muscles.

**Bigger Smile - Better Boat**  
**10% off sale.....now thru 1 Jan.**

